

FEBRUARY 8, 1952

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1½

*World-wide and Handsome*



## The new Austin A40 SOMERSET

It's an exciting new Austin . . . the handsome A40 Somerset saloon.

**NEW REFINEMENTS** include a large, curved wind-screen and rear window—steering-column gear control—wide, rear-opening doors with safety locks at rear—external sidelamps always visible to driver—luxurious

leather covered foam rubber seating—more room all round.

**PERFORMANCE PLUS STAMINA**—the famous, record-breaking, 4-cylinder overhead valve A40 engine has new combustion chamber design for extra top gear performance. The Somerset is at your local dealer's now.

**A U S T I N** — you can depend on it !

**"Take that filthy  
stuff away!"**



How right he is to insist on throwing away that dirt-laden PUROLATOR Filter Element without delay. It has done a grand job — saved dangerous abrasives from accumulating in the engine oil — probably saved pounds in repair bills, too.

But after 5000 miles or so it is pretty well choked up and needs replacing with a new element.

Costly? — just a few shillings.  
Difficult? — it's simple as ABC.

- A Remove the filter lid.
- B Knock the dirty element against dustbin — it will fall away without being touched.
- C Insert new element.

The PUROLATOR Micronic Oil Filter stops *all* dangerous dirt down to the smallest micron-sized atom that can harm an engine. The extra-capacity quick-change element ensures fully efficient filtration always.

**PUROLATOR**

REGD. TRADE MARK

**Micronic OIL FILTER**



AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

C.J.L.



---

# HILLMAN MINX

**1<sup>st</sup>** (M. B. ANDERSON)

FOR THE *fourth* SUCCESSIVE YEAR

**2<sup>nd</sup>** (J. M. KEMSLEY)

**IN MONTE CARLO RALLY  
COMFORT COMPETITION**

CLASS II



YOU GET SO MUCH MORE COMFORT IN THE MINX

---

## MONTE CARLO RALLY 1952

## MINTEX SCORES AGAIN



4 out of the  
first 6 cars

## WERE FITTED WITH MINTEX BRAKE LINERS

2nd Stirling Moss - - Sunbeam Talbot

4th R. Cotton - - Jaguar Mk VII

5th M. Becquart - - Jowett Jupiter

(also 2nd in 1100 to 1500 cc class)

6th J. Heurtaux - - Jaguar Mk VII

(Subject to official confirmation)

When high performance is required you can rely on

**MINTEX**

Mintex Brake & Clutch Liners are manufactured by BRITISH BELTING & ASBESTOS LTD., CLECKHEATON, YORKSHIRE  
and are obtainable from all Mintex Service Depots and Stockists.



# **Firestone**

## **TYRES**

are so  
consistently good!

---

CAR TYRES • TRUCK TYRES • TRACTOR TYRES • CYCLE AND MOTOR CYCLE TYRES

---



# Measham means a lot nowadays



when  
you are buying  
or selling a car

Measham today is a 17-acre estate in the centre of England, where in 10 years £22,000,000 worth of vehicles have been sold. It is the world's greatest motor sale, drawing the most and the best buyers. Measham will collect your car, value, valet, store, sell, and deliver it. Entry fee is £1 per sale for any vehicle and 5% commission only when sold.

50,000 vehicles have been sold at Measham — it's a Motoring Institution! Sale Conditions — write for a copy — include the famous Protection Clause.

SALES EVERY TUESDAY AND THURSDAY · FREE TRAVEL TO AND FROM MEASHAM — WRITE FOR TIME TABLE

## Measham Motor Sales Organisation

(G. A. HILL, M.I.M.I.)

Head Offices and Sales Headquarters: Measham, Burton-on-Trent.  
Telephone and Telegrams: Measham 322.

Branch Offices: London—368-370 Kensington High Street, W.14 (near Olympia).  
Telephone: WEStern 9821. Manchester—30-34 Victoria Street, 3. Telephone: Blackfriars  
6386 or 5145. Stafford—Walton. Telephone: Milford 293.



"Purchasers of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown in the Motor Trade."

*G. A. Hill*

Please send me the 130pp. Measham Magazine, with prices made by 1000 used vehicles and 45pp. post-war car values. I enclose:—

3/6 for current copy { Cross out which  
2 gu. for annual subscription { does not apply.

NAME .....

ADDRESS .....

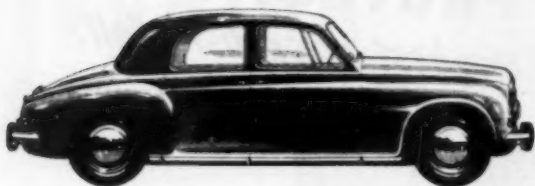
Dept. D.W.6

For free valuation of your present vehicle  
attach short description and put X here:—

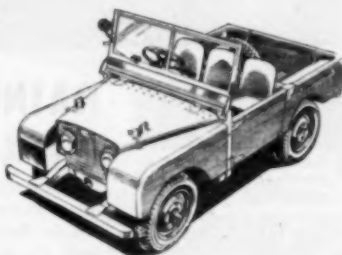




*By Appointment to His Majesty the King  
Manufacturers of Land-Rovers  
The Rover Company Ltd.*

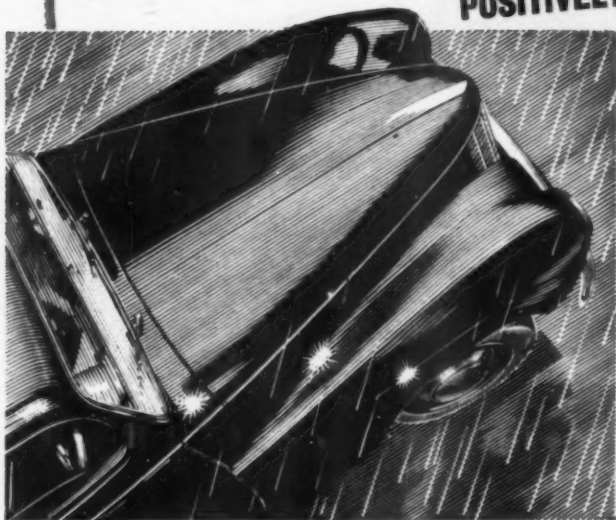


Whatever The Rover Company manufactures —  
the famous Rover Car, the versatile Land-Rover  
or the revolutionary gas turbine driven car — one may  
depend on finding a characteristic common to all;  
and that is — craftsmanship. It is this that makes  
Rover productions so efficient,  
so thoroughly reliable and  
so economical in upkeep.



*Alike in Craftsmanship*

**NOW! In 20 minutes!**  
**COMPLETE**  
**WINTER PROTECTION**  
*with the brightest, toughest wax polish of all!*  
**POSITIVELY NO RUBBING!**



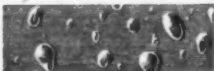
HUNDREDS of thousands of motorists have proved this summer that Car-Plate gives a genuine wax polish, the brightest shine, the most lasting protection — in 20 minutes!

This winter thousands more will discover that only Car-Plate with its hard wax film gives their cars unfailing protection against the ravishes of rain, sleet and snow. And with Car-Plate it's so easy! Just spread on a clean\* car — let dry — then wipe lightly. That's all! No rubbing with Car-Plate! Get a tin today—5/- from all garages.

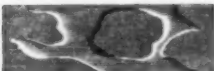


**\* It's important to clean before you wax!**

The easy way to prepare the finish of your car for a Car-Plate waxing is to clean it super-clean with Johnson's Carno—the quick, safe cleanser for cellulose and chromium.



**1** Surface waxed with Car-Plate—note beading of raindrops.



**2** Unwaxed surface—note how water spreads, seeps into cellulose.

**RAINDROPS PROVE IT!**  
*in test after test!*

Now that winter has come all motorists are guaranteed that when they wax with Car-Plate they are giving their cars the best known protection against rain, sleet and snow. You can test this for yourself — just wipe off any surface dirt or dust and see how the raindrops "bead-up" on the clean waxed surface. Water just cannot begin to soak into the cellulose to do its hazing, dulling work.

**JOHNSON'S CAR-PLATE**

**SPREAD... LET DRY... WIPE!**

**MADE BY THE MAKERS OF JOHNSON'S WAX**

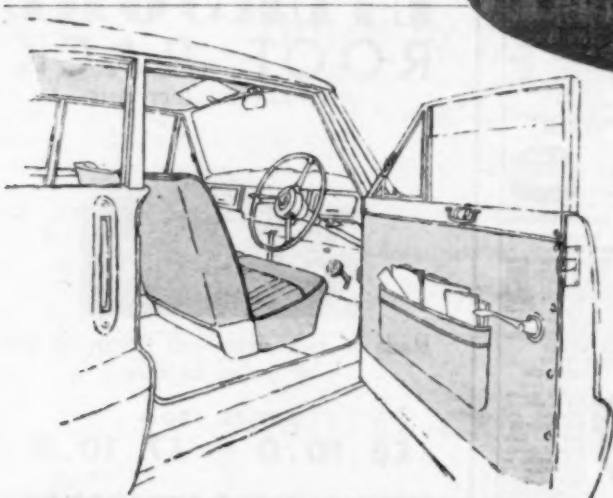




# ***This is*** **'Vynide'** REGD.

***the upholstery material  
for the modern car***

***This fine quality p.v.c.-coated fabric is  
standard equipment in many of Britain's  
new cars, not only for upholstery, but  
for panelling and door backs too.***



**'Vynide'—it's best  
in the long run**

'Vynide' is the registered trade mark for the  
polyvinyl chloride-coated fabric made only  
by the Leathercloth Division of Imperial  
Chemical Industries Limited.

**IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1**





## "TEN TIMES faster with Samcoweldex"

- SAMCOWELDEX provides the quickest known method of repairing body work eaten through by rust.
- SAMCOWELDEX is simple to use, requiring no heating, no panel-beating, no welding, yet the repair is durable, dependable, and quite invisible after re-spraying.

All the materials you need are conveniently packed in the

- SAMCOWELDEX GARAGE PACK No. 1  
Price 45/- Retail.

### A REMINDER TO USERS—

Replacements of individual items in the Garage Pack are obtainable through your wholesalers.

A PRODUCT OF B.U. SUPPLIES & MACHINERY CO. LTD., LAW STREET, LEICESTER

**HOW READY! 1952 EDITION**  
**JAGROSE CAR ACCESSORIES CATALOGUE**  
Over 1,000 bargains listed and fully illustrated. Send 6d. for your copy now. Post free.

**GAUNTLETS**  
Natural Sheepskin Gauntlets, waterproof back, hide palm, one finger mitt. Pair 32/6  
Strong, hard-wearing leather-lined fence. Pair 30/-  
Superior Quality in brown, brown hide. Pair 43/6  
Superior Horzehide wind-blown throughout, hard-wearing. Pair 50/-

**RADIATOR MUFFS AND SHIELDS**  
Clearance (for most 100-watt cars) 19/6  
Broad New Radiator Shields from 23/-  
Broad New Radiator 50/-  
Prompt delivery. All enquiries please state make, year, h.p. and model of car.

**JAGROSE TRICKLE BATTERY CHARGERS**  
For 270-300 A.C. Mains to charge at 1 amp. Each 65/-  
Superior Model to charge at 2 amps. Each 135/9  
All models both 6 and 12 volts. Superior model to charge at 4 amps. Each 138/6. Packing and carriage 1/6 each.

**JAGROSE CAR FOOT PUMPS**  
"QUICK FIX" CONNECTION.  
Standard, 6in. x 2 1/2in. barrel... 18/6  
De Luxe, 6in. x 2 1/2in. barrel... 30/-  
Super, 6in. x 2 1/2in. barrel... 38/-  
Very efficient. Fully guaranteed. Packing and Carriage 1/3

**JAGROSE RADIATOR HEATER**  
300 hours of one filling. Paraffin fuel. Each 18/-  
Post 1/6

**JAGROSE SUMP HEATERS**  
300 hour. Pars. fuel. Each 23/-  
Post 1/6

**JAGROSE FULL CAPACITY CAR BATTERIES**  
Fully Guaranteed. For regular use of starter and Lights.  
Type Volts Amps Size in inches Price  
A 6 58 6 7 13/16 12/16 82/6  
B 6 52 7 11/16 12/16 87/6  
L 6 69 8 1/2 12/16 99/6  
C 12 58 11 1/2 12/16 165/-  
Packed in cots. There is a Jagrose battery to suit and carriage 12/6 every car. Quotations by return.  
Allowance for your old battery, 6s. 7/6. 30s. 15/-.

**MOTORIZE YOUR CYCLE**  
CASH OR EASY PAYMENT TERMS  
**MINIMOTOR** £21 cash.  
8s. 9/- deposit, 25/6 monthly or 5/6 weekly.  
**CYCLEMASTER** £27 10s. Cash.  
£7 10/- deposit, 42/6 monthly or 10/6 weekly.  
Deposits inclusive of comprehensive insurance, license, petrol, oil and number plate.

**VOKES DISTRIBUTION RECTIFIER**  
10% — 20% mileage per gallon 12/6  
From 12/6  
Quotations by return. State car h.p. and year when ordering.

**JAMES GROSE LTD**  
379-381 EUSTON ROAD LONDON N.W.1 • EUS 5231

## EVERSURE ROOF RACK

WITH PATENTED FITTING



Made in two sizes with fittings to suit all makes of cars.

PRICES FROM  
£6.10.0 to £7.10.0.

**EVERSURE ACCESSORIES**  
KINGSTON ROAD BIRMINGHAM 9.  
PHONE VICTORIA 2287 & 9

---

ANOTHER

# Sunbeam - Talbot

SUCCESS

## 2<sup>nd</sup>

### IN MONTE CARLO RALLY

AGAINST ALL COMERS IRRESPECTIVE OF  
PRICE OR HORSE POWER

**Driven by Stirling Moss**  
WITH DESMOND SCANNELL AND JOHN COOPER

(subject to official confirmation)

---

"A NOTABLE ADDITION TO THE RECORD  
OF SUNBEAM-TALBOTS IN INTERNATIONAL  
RALLIES" — *The Times*.

---

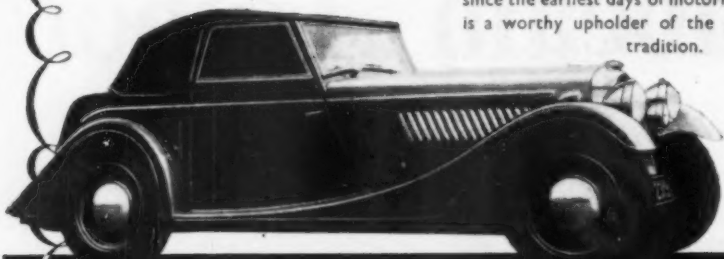
*A ROOTES GROUP PRODUCT*

---

*For the Individualist*

### THE IMMACULATE MORGAN

A small car with a large engine and a wonderful all round performance. Built by the firm famous since the earliest days of motoring, this two Litre is a worthy upholder of the proud 'Morgan' tradition.



*The Morgan 2 Litre Plus Four*

MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE



**AUSTIN  
OWNERS  
must have  
AUSTIN  
SERVICE**

*Car Mart Ltd*

LONDON DISTRIBUTORS

are AUSTIN specialists

Welsh Harp, Edgware Road, N.W.9

16, Uxbridge Road, Ealing, W.5

Upper Montagu St., Montagu Square, W.1

Phone:

HENDON  
6596

EALING  
6717

AMBASSADOR  
1837

**THIS WINTER!**  
*drive in comfort..*

*masterpiece*

#### CAR HEATER

The heater radiant receives heat from the hot water of the engine. Does not require electric fan or other mechanical aid to circulation—retains heat long after engine has stopped. Model A for thermosiphon cooling, Model B for water pump systems.

Price: Model A, 39/6.

Model B, 47/6 with full

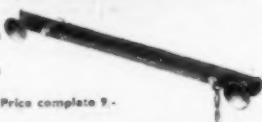
instructions for fitting.



#### DEMISTER

An essential accessory for winter motoring. Fitted with fool-proof switch and suction pads for windscreen fixing.

For 6 or 12 Volt Battery. Price complete 9/-



Write at once for full particulars

Sole Manufacturers

**BIRMINGHAM MANUFACTURERS & TRADERS LTD**

MASTERPIECE WORKS • PARK ROAD • ASTON • BIRMINGHAM 6.

*Bylen*

## MONTE CARLO RALLY

# *THE TOUGHEST TEST FOR CARS AND DRIVERS*

S. Allard  
G. Warburton



ALLARD

Stirling Moss  
Desmond Scannell



SUNBEAM-TALBOT

Dr. Angelvin  
Mrs. Angelvin



SIMCA

*on*

(Subject to Official Confirmation)

# **DUNLOP**

*the tyre for reliability*



## The nearest thing to floating through space -



### Travelling on INTALOK spring seating

Intalok springing is made up of a multitude of fine gauge springs — each one interlinked with its neighbours. This spring mass makes a surface that conforms exactly to the contours of the body. The whole area of support, from spring to spring, responds to the weight of the sitter; re-adjusts instantly to every change of position.

It is this new controlled support that makes Intalok so restfully comfortable. It cuts out travel ache, and reduces driving strain.

Intalok is considerably lighter than other spring seating. And because each spring shares the load, Intalok will not sag, last indefinitely.

INTALOK CAR SEATS CAN BE SUPPLIED TO ANY SHAPE, READY FOR TRIMMING, OR COMPLETELY TRIMMED.



#### SPRING SEATING

Write for details of car seats and caravan mattresses.

INTALOK LTD., LEICESTER ROAD, NUNEATON Tel: Nuneaton 2367

## The Fabram

ARISTOCRAT OF

# RADIATOR MUFFS



- For quick starting, petrol economy, reduction of starting-strain and engine wear.
- For prevention of damage by frost and for conserving engine heat.
- Triple material throughout, clean tailored lines, reinforced seams.
- ALSO THE FABRAM MINIMUFF with Patented quick-action attachment.
- DELIVERY FROM STOCK FOR ALL POPULAR MODELS.

**PRICES**

**MUFF**

Daimler 2½-litre	65/-
M.G. 1½-litre	52/6
Rover 16	58/-
Standard 8	59/-
Austin Sheerline	67/6

**MINIMUFF**

Austin 8-10	35/-
Austin Sheerline	40/-
Austin Princess	49/-
Ford Prefect 1949	35/-
Ford Anglia 1949	35/-



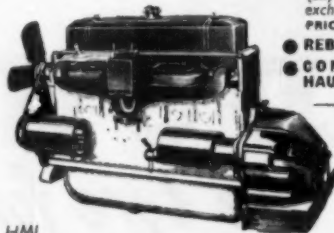
## FAXALL PRODUCTS LTD.

BLACKLEDGE WORKS · HALIFAX.

Telephone Halifax 5208      Telegrams: FAXALL Halifax

## for VAUXHALL OWNERS a new engine and superb VAUXHALL service

Here's a service exclusively for VAUXHALL owners, and we suggest that you take advantage of it NOW. It doesn't matter what year your car is. HML up-to-date service is there to give you more years of comfortable motoring.



- **REBUILT ENGINES**  
(any model—any year) on exchange unit basis.  
**PRICES FROM £35.**
- **REBUILT ASSEMBLIES**
- **COMPLETE OVERHAULS** (Respraying, etc.)

### RADIO

We have a special department for car radio installation and repairs. Trade enquiries invited.

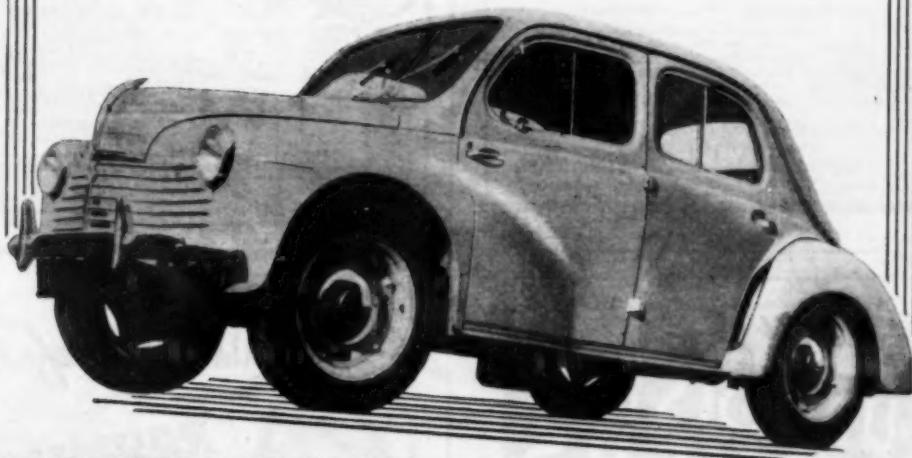
HML  
really know Vauxhalls

### HAMILTON MOTORS (London) LTD.

Vauxhall and Bedford Main Dealers  
488-490 EDGWARE RD., LONDON, W.2 188-171 HARROW RD., LONDON, W.3  
Telephone: PADdington 0072 (12 lines)



**MORE POWER**  
**MORE SAFETY**  
**WITH GREATER COMFORT**



**THE RENAULT 750 FOR 1952**

At the top of its class and there to stay—the Renault 750 goes from strength to strength. Now, in its 1952 form, a power increase to the 4-cylinder engine of more than 20% adds new quality to this already supreme light car. A highly manoeuvrable, power packed performer, the new Renault 750 will give you all the sparkling acceleration you need in traffic, more impressive top-speeds, crisper take-offs

and even more effortless hill-climbing—yet with always something in reserve. And still the 750's extraordinary petrol economy remains unaffected—a test by *The Motor* showed 50 m.p.g. at a steady 40 m.p.h! All this—plus improved Telescopic shock absorbers and bigger tyres to provide extra comfort and safety for 4 passengers—puts the Renault 750 on a high quality level unequalled in light car motoring.

**RENAULT 750**

RENAULT LIMITED, WESTERN AVENUE, LONDON W.3.

CY-246

## The BATLEY CONCRETE GARAGE



*The original and still the best*

- it's Concrete
- it's Easy to Erect
- it's Sectional
- it's Extendable
- it's Permanent
- it's Portable
- it's Fireproof
- it's Weatherproof

With the aid of a spanner and a friend you can so easily erect a Batley Building. A level, firm foundation is all that is required. No parts to fix in the ground—the concrete units are simply bolted together to form a building which will last a lifetime without attention.

FREE DELIVERY within 100 miles of LONDON or COVENTRY

Send today for FREE illustrated Brochure

ERNEST **BATLEY** LIMITED

60, Colledge Road, Holbrooks, COVENTRY. Tel.: 93245 6

## Claude Rye LTD.

**HAND LEVER GREASE GUNS**  
For use with Heavy Duty Lubricants. A very sturdy gun, will force grease through stubborn nipples. Proven value 25/-  
Our price **29/6**  
Post 1/-

**NEW 12V. E.D. ELECTRIC PETROL PUMPS**  
with suppressors. **100/-**  
Post 1/6. Prior

**NEW PARKING LAMPS**  
In Black Bakelite with adjustable lens. Single pole for 6 or 12 volt. Post 9d. **6/9**

**NEW SPOT LAMPS**  
6 or 12 volt. E.S.W.D. mounted. 20W beam. Chrome rim. Complete with Box and 12/6  
Post 1/-

**NEW VACUUM PRESSURE GAUGE**  
Double reading pressure 0-15, vacuum 0-30, chrome plated. **29/6**  
Post 1/-

**NEW EL-KAY TOP BOOTS**  
Real leather, rubber sole, heels, 10, 11, 12, 13, 14, 15. Price pair only **35/-**  
Post & Pkg. 2/6

**718. HEADLAMPS**  
(as illustrated)  
Fitted in high glass black enamel, stippled glass, single pole with cable. **25/6**  
Post 1/6  
Bulbs, 6 or 21 volts, 1/6 each.

**NEW TOWER JACKS**  
Two-ton Screw Jacks complete with handles. Height closed 61in. Height extended 121in. With extension 181in. Actual H.R. 81in. Present value 73/-  
Our price Carriage 5/- **50/-**

**NEW ATLAS TRICKLE CHARGERS**  
6-12 v., 1 amp. **55/-**  
Post 2/6

**NEW HAIR BEARINGS**  
50,000 in stock, all makes and sizes.

WRITE FOR NEW 50-PAGE ILLUSTRATED CATALOGUE, PRICE 5d.

**895-921 FULHAM RD SW.6**  
RENow 6/74-5-6-7-8

## 'Luxury Look' UPHOLSTERY COVERS

*Tailored to your personal taste*

SEND NOW for **FREE** PORTFOLIO OF ACTUAL SAMPLES

Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance — and maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS, "The Motor People", KETTERING.  
Please send patterns and prices of your "Luxury Look"  
Covers for my..... car..... mode.....  
..... year.....

Name.....  
Address.....  
BLOCK LETTERS, PLEASE.

Autocar, February 8

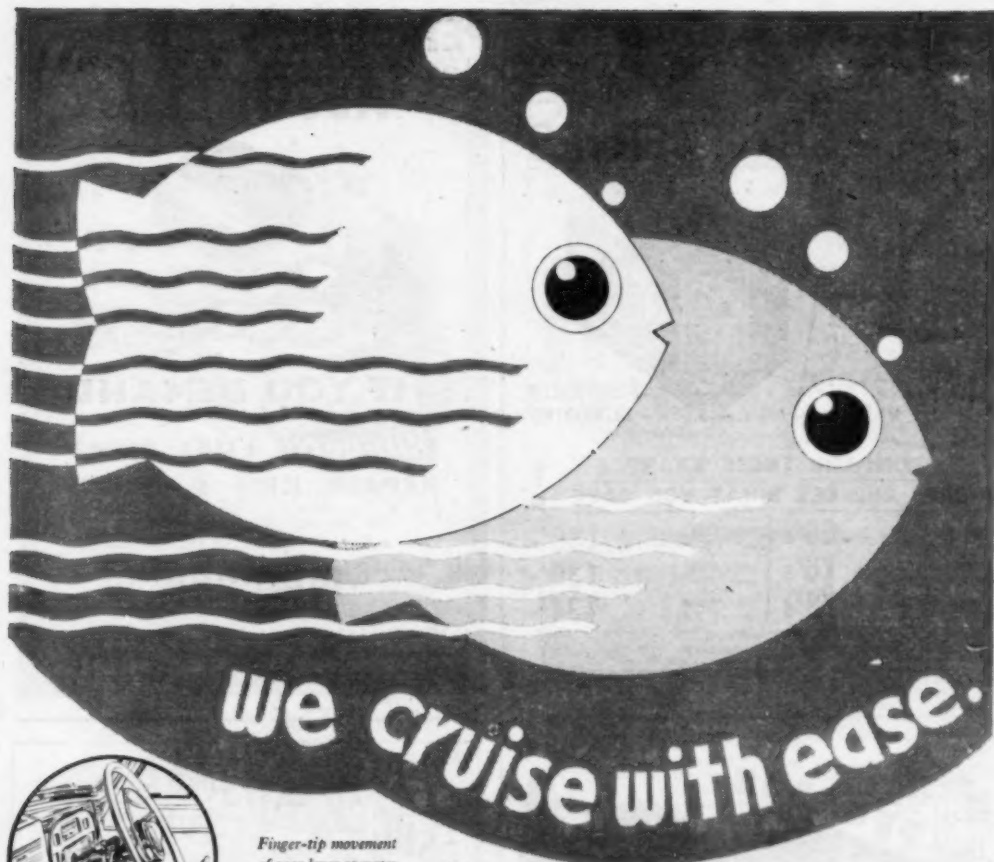
## Often NECESSARY... ... ALWAYS useful

THE **RAYDYOT** Spot Light

Outside Diameter 6 inches.  
Chromium plated throughout.  
**PRICE 105/-**

Add this high "spot" of night-driving convenience to your car NOW. Its powerful beam picks out signposts, house numbers and land marks with searchlight brilliance, while the exclusive "RAYDYOT" Ball Joint gives a full range of movement in every direction. Most good garages stock.

**JAMES NEALE & SONS LTD.,**  
GRAHAM STREET, BIRMINGHAM 1.  
Telephone: CENTRAL 1533-4  
London: 95, Piccadilly Road, S.W.1



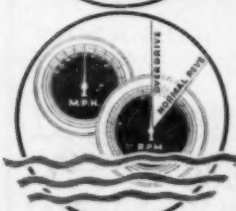
*we cruise with ease.*



*Finger-tip movement of gear lever operates Overdrive.*



*No movement of foot controls whilst changing into or out of Overdrive.*



*Large decrease in engine revs. when Overdrive comes into use.*

**So can you** if your car is fitted with the Laycock-de Normanville Overdrive. The change from Top to Overdrive is instantaneous, a mere 'flick' of the finger and you are cruising with ease; with less R.P.M. for the same road speed; a reduction in petrol consumption; quieter running and longer engine life.

Fitted as an optional extra on the Standard Vanguard and Triumph cars, the Laycock-de Normanville Overdrive has been acclaimed the world over.

Write us for descriptive literature, and specify it for your new car.

*The British*

**Laycock-de Normanville**  
**Overdrive**



Manufactured by  
**THE LAYCOCK ENGINEERING Co., Ltd., MILLHOUSES, SHEFFIELD 8., ENG.**  
UNDER EXCLUSIVE LICENSE FROM AUTO TRANSMISSIONS LTD., COVENTRY, ENG.

## GAMAGES 'POPULAR' BATTERIES



★ High-Grade  
Batteries that  
Set a NEW  
STANDARD  
of VALUE



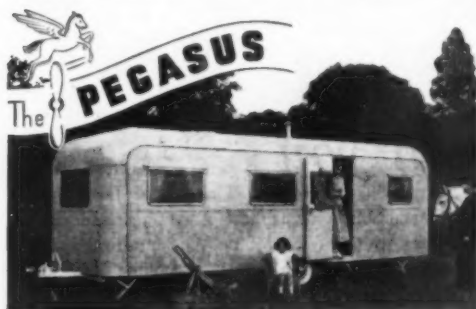
GUARANTEED  
12 MONTHS

COMPARE THESE EXAMPLE  
PRICES AND SEE WHAT YOU SAVE !

TYPE A7A. 6 volt, 60 amp. 7½ × 6½ × 9½ in. ...	66'6	TYPE G/M. 12 volt, amp. 13½ × 6½ × 9½ in. ...	130'/-
TYPE MMS/M. 6 volt, 70 amp. 8½ × 6½ × 9½ in. ...	76'6	TYPE V/XR. 12 volt, 60 amp. 12½ × 6½ × 9½ in. ...	130'/-
TYPE A16/G. 6 volt, 70 amp. 9½ × 6½ × 7½ in. ...	79'6	TYPE M10/M. 12 volt, 50 amp. 15½ × 6½ × 7½ in. ...	134'/-

Complete List Free on Request. Carr. England or Wales, 6 volt 7/6, 12 volt 10/-.  
Supplied uncharged. Charged batteries for delivery in  
Gamages van area, 6 volt 6/- extra, 12 volt 7/6 extra.

GAMAGES, HOLBORN, LONDON, E.C.1. Motor Accessories List Free



### A Luxurious Home for a family of four

Fully furnished, superbly comfortable, with roomy wardrobes and ample storage space, the four-berth 22ft. Pegasus gives you maximum convenience with absolute privacy. At the front is a spacious oak-panelled lounge, next to it a full-width kitchen—a caravan cook's dream. At the rear is a separate oak-panelled bedroom with concealed 4ft. bath and handbasin ...

£985



Write NOW for FULL DETAILS of the PEGASUS

**M. R. PASCALL LTD.**

PILOT WORKS, OAKENGATES, SHROPSHIRE

Telephone: Oakengates 39.

## PETROL SUPPLIES ASSURED!



— IF YOU DEMAND  
**Wingard** FUEL PUMP  
REPAIR KITS & PARTS

THE PERFECT REPLACEMENTS WITH  
A GUARANTEED LIFE OF 60,000 MILES

**WINGARD**

(M.A.) LTD.

CHICHESTER · SUSSEX · ENGLAND  
MAKERS OF DEPENDABLE VEHICLE EQUIPMENT

## SHOCK ABSORBERS

RECONDITIONED BY

**Floataire**  
REGD.  
PROCESS

FROM

**34/2**  
EACH NET

REBUSHING ARMS  
& LINKS 3/6 EXTRA

SIX MONTHS'  
GUARANTEE  
Leaflets upon Request



NOTE OUR **NEW ADDRESS!!**

**Cooper & Smith**  
BROOK STREET, MELTON MOWBRAY,  
LEICESTERSHIRE

Tel.: Melton Mowbray  
391



*Well sir . . . there's no excuse  
for a speedometer not working  
... when you can buy*



Made for Nobby by The S.S. White Co. of Great Britain Ltd.—the world's largest manufacturers of speedometer assemblies for British and American cars.

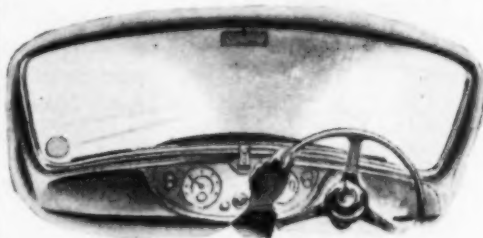
Have you seen the New Car Guide?  
18 pages showing how to service almost  
every make of car — British and  
American.



WMC32

**WILLIAM CLARK (GB) LIMITED.**  
NOBBY WORKS · BEDLEY ROAD · S' ALDANS · HERTS.

*You must see  
Everything!*



If the bulb in your headlamp is incorrectly focused it will produce dangerous "blind" spots and may cause dazzle and discomfort to other road users.



With correctly focused Royal "Ediswan" Lamp bulbs, your headlamps give a broad, even illumination many yards ahead, eliminating discomfort to other road users and allowing you to see everything clearly and safely.

ROYAL "EDISWAN" Motor Car Lamp Bulbs are made in two main types

1. "Prefocus" type for use in modern lamp housings incorporating a prefocus lamp holder. If the correct Royal "Ediswan" Lamp bulb is selected no hand focusing is necessary as these lamps are precision focused before leaving the factory.
2. "Non-Prefocus" type for use in the older types of lamp housing. To obtain the broad even illumination required this type of lamp bulb must be correctly focused in its holder.

*For your safety and the safety of other road users*

*fit*  
**ROYAL**



**"EDISWAN"**  
MOTOR LAMP BULBS  
**Correctly Focused**

THE EDISON SWAN ELECTRIC COMPANY LTD., 155 Charing Cross Road, London, W.C.2.  
Member of the A.E.I. Group of Companies.



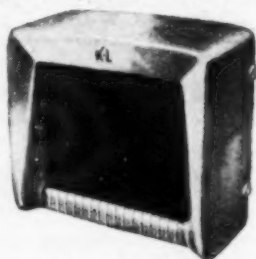


*Never mind the weather...*

To be happy at the wheel—or in the back seat!—in the coldest weather, fit one of the new K-L Monitor Car Heaters. At the touch of a single dash-board control, the compact K-L Monitor gives you car comfort all the year round... constant heat at any temperature when it's cold or (by a simple adjustment) cooling air when the weather's hot. More, the Monitor will also de-frost and de-mist while seeing to your travelling comfort! Fits any car, old or new, and operates on any cooling system. (Thermo-syphon without additional water pump).

Price complete £9.19.6  
ASK YOUR GARAGE OR DEALER OR  
WRITE FOR LEAFLET

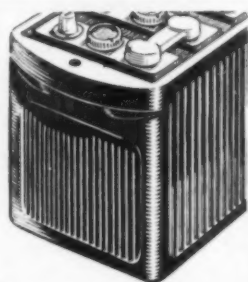
**The new K-L MONITOR CAR HEATER**



KEY-LEATHER CO. LTD., 5 URSWICK ROAD, LONDON, E.9.

TEL: AMHERST 5102

The  
**POWER**  
behind



the **STARTER**

A QUICK START, day or night, winter or summer, is what every motorist wants. It's what he gets from Tungstone Batteries because they're built to withstand the heaviest strain, and to go on doing it for a very long time

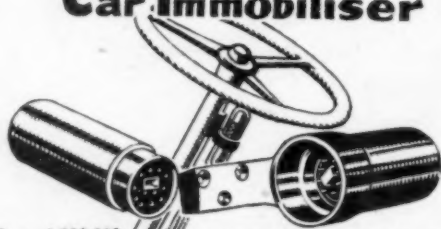
Write for illustrated folder showing the model for your car.

**TUNGSTONE BATTERIES**

Tungstone Products Ltd.  
10 SALISBURY SQUARE, LONDON, E.C.4  
Phone: CENTRAL 8156 (4 lines)

Works: MARKET HARBOURGH, LEICESTERSHIRE  
(TRIN)

*Baffle the  
Car Thief with the*  
**B.M.S.**  
**Car Immobiliser**



Over 1,000,000  
Combinations

and only the right cap will  
start the vehicle.

PRICE **75/-**  
complete.

Fitted in half-an-hour.

If any difficulty to obtain locally,  
write direct to manufacturers stating  
MAKE and H.P. of car.

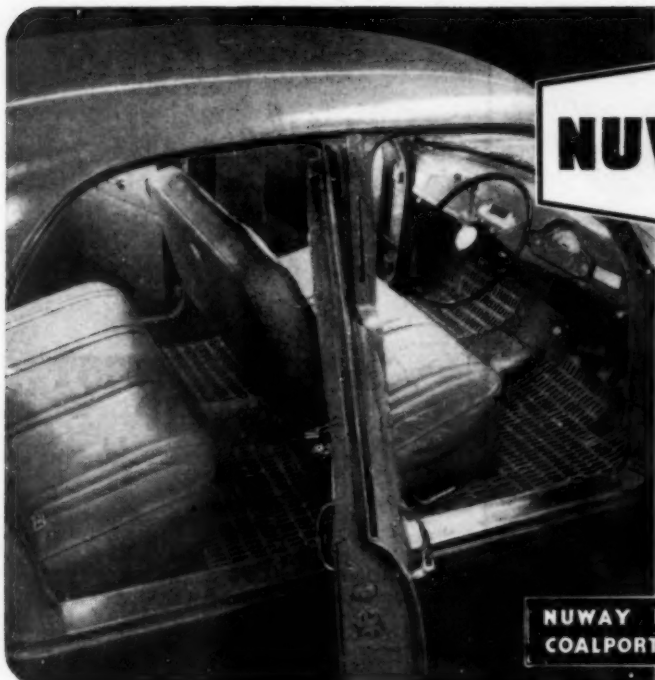
This instrument has been designed to prevent your car from being stolen or tampered with when left unattended. It is easily fitted to the steering column (as illustrated) or other convenient place. As long as the cap is removed the vehicle remains immobilised. In each fitment the connections employed are varied, thus creating an astronomical number of combinations which render it futile for anyone to find the four connections amongst the twelve blind pins the cap contains. The two Patent self-locking spring union nuts prevent access to the coil terminals and consequently the immobiliser cannot be by-passed.

**THE LUNKEN CO., LTD.**

299, GANDER GREEN LANE • CHEAM • SURREY  
Phone DEParent 7777-8-9

Grams: "Lunken, Sutton, Surrey"





## *tailored* **NUWAY** car mats

Fit NUWAY—the practical car floor covering for the protection of new carpets and the replacement of old. NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and warmth. They cut down cleaning. They are low in cost and guaranteed for 10 years.

Obtainable through Halfords and leading Motor Agents and Accessory suppliers.

**NUWAY MANUFACTURING CO. LTD.**  
COALPORT, SHROPSHIRE, ENGLAND.

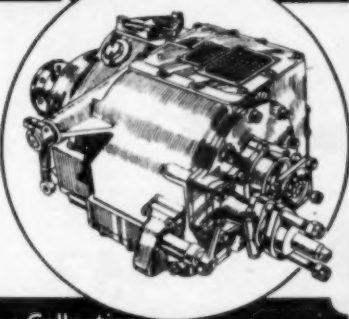
## ★ *Pre-Selector Gearbox Replacement Specialists*

**Crate, despatch and  
receive your unit  
within 48-hours**

**ARMSTRONG  
SIDDELEY  
LANCHESTER**

**RAPID RE-CONDITIONING  
SERVICE . . . One Week's  
GUARANTEED SERVICE**

**TRADE ENQUIRIES INVITED**



**DAIMLER  
RILEY  
E.N.V.**

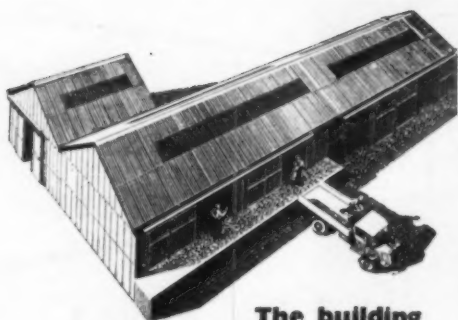
A 'phone call will ensure Express Collection  
and Delivery in the London Area

# **ARCOT MOTORS**

*"THE GEARBOX PEOPLE"*

**169, FULHAM ROAD, LONDON, S.W.3**

*Ltd.*  
Telephone: KENSington 7301



### The building you need...

is very likely one of Thorns standard range of Industrial Buildings, which includes new steel structures for factories, stores, garages, timber and asbestos buildings for offices, canteens, halls, etc., and reconditioned Nissen type huts and 'Blister' hangars.

★ Write today, stating details of your requirements and requesting prices of suitable buildings.


**THORNS**

J. THORN &amp; SONS, LTD.

Box 163, BRAMPTON RD., BEXLEYHEATH, KENT. Bexleyheath 385

GD-21



## SHOCK ABSORBER EXCHANGE SERVICE

**6 MONTHS  
WARRANTY**



The most complete  
and extensive  
exchange service  
covering all popular  
types of Shock  
Absorbers from

**34 1/2  
EACH**

(Reconditioned Unit)  
immediate delivery against  
old unit.

**GERVIS COMPONENTS LTD**  
LAMPTON WORKS, LAMPTON ROAD, HOUNSLOW,  
MIDDLESEX. Telephone: Hounslow 1136 7

*Jubilee*


**THE FINEST  
CLIP**  
*in the world*

**L. ROBINSON & CO., (GILLINGHAM) LTD.,**  
London Chambers GILLINGHAM, KENT. PHONE 5282

*"Your Guarantee of  
Dependable Performance"*



PISTONS      RINGS      LINERS

SAVE  
WEAR

**WORLD  
WIN**

SAVE  
WORRY

**WORLDWIN PRODUCTS LTD**  
TREForest TRADING ESTATE, GLAMORGAN  
Phone: TAFFS WELL 290

**IT POLISHES  
IT SANDS  
IT GRINDS  
IT DRILLS**



'HANDY UTILITY'  
5" SANDER-POLISHER  
£9.17.6

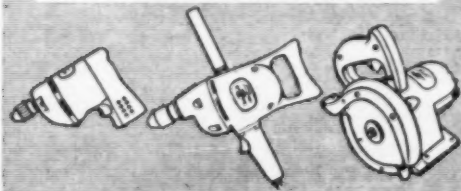
It's called the 'HANDY UTILITY' 5" SANDER-POLISHER, but that only tells you *half* the story! It rubs down paint and cellulose undercoats, burnishes finished coachwork, imparts a dazzling wax polish to paint or leatherwork! It removes rust (with the cup wire brush), grinds down bolts and rough edges and, used as a drill, its capacity in steel is  $\frac{1}{4}$  inch! It has a hundred money-saving, labour-saving uses—and it belongs to the famous low priced 'HANDY UTILITY' range of portable electric tools!

## **ELECTRIC HANDY-UTILITY TOOLS**

Other 'HANDY UTILITY' tools include:

$\frac{1}{4}$ " 'HANDY UTILITY' DRILL	$\frac{1}{2}$ " 'HANDY UTILITY' DRILL	6" HEAVY DUTY 'ELECTRO SAW'
£6.10.0	£11.7.6	£15.15.0

and a wide variety of useful accessories



PRODUCTS OF THE H.M. DIVISION OF BLACK & DECKER LTD.

**OBTAINABLE FROM YOUR LOCAL TOOL SHOP,  
ELECTRICAL DEALER, IRONMONGER OR STORE**

Smee's



**MADE FOR THE MAN WHO  
WILL HAVE THE BEST**



**JOHN BULL RUBBER CO. LTD. LEICESTER**

# INDEX TO ADVERTISERS      AUSTIN SUPPLEMENT DISTRIBUTORS & DEALERS

	PAGE		PAGE		PAGE		PAGE
A. & B. Motors (Newton- Widley), Ltd.	69	Dodsons, Ltd.	76	Kendrick, Geo. H., Ltd.	61	Proctor & Peterson	39
Abbey Service Garage	79	Douglas, Leslie S. (1950), Ltd.	76	Remington, Ltd.	39	Profts Garage, Ltd.	39
Aberdeen Motors Ltd.	79	Dove, L. F., Ltd.	37	King Bros. (Oiley), Ltd.	71	Pyrm & Stevens, Ltd.	59
Acc Service Station (London), Ltd.	57	Dymally, Garage & Motor Engineering Works (Brixton), Ltd.	55	Kingsbury, G. & Son, Ltd.	71	Purves, Adam & Son, Ltd.	41
Adams' Garage, Ltd.	57	Dunferdale & Yates, Ltd.	72	Kirkway, Ltd.	79	Putney Autos, Ltd.	61
Adams Motor Service	57						
Allen A. J. & Sons, Ltd.	49	E. P. Motors, Ltd.	40	Lakeland Garage, Ltd.	47	Quirks' Garage	48
Alvord Motors, Ltd.	49	Ellis & Sons (Motors), Ltd.	27	Lancashire Car Distributors, Ltd.	39	Ramsay (Peebles), Ltd.	71
Anderson, Charles, Esq., Ltd.	14	Ellis & Co. of Romney, Ltd.	45	Lancaster Engineering Co., Ltd.	48	Rapid Motor Services	60
Andrew Motor Co., Ltd.	51	Evans Motors, Ltd.	35	Leamington Automobile Co., Ltd.	49	Red Rics Automotives	60
Armstrong, J. J., Ltd.	14	Evans, R. J. & Kitchen, Ltd.	28	Leeds Autocars, Ltd.	49	Reeve & Stedford, Ltd.	24
Associated Garage Co., Ltd.	31	Exmoor Motor & Body Works, Ltd.	52	Leeming Garages, Ltd.	81	Reading Automotives (Wey- bridge), Ltd.	73
Atoria Garage (Stratford), Ltd.	61	Eyre Brothers (Barnley), Ltd.	36	Leighton, H., & Co., Ltd.	73	Reys Motors, Ltd.	56
Atkey A. R. & Co., Ltd.	70	Fairway Motors, Ltd.	73	Leisner, Ltd.	62	Richards, Charles, Ltd.	64
Auto Pumps, Ltd.	71	Falconer, John	36	Leisner's Garage, Ltd.	74	Robbins, Sam, Ltd.	37
Automobile Palace, Ltd.	75	Faragher & Ashton's, Ltd.	36	Leisner's Garage, Ltd.	67	Robinson, W. L., Ltd.	41
Auto Trading Co., Ltd.	75	Farrington, Harry (Motors), Ltd.	36	Leisner's Garage, Ltd.	67	Rolfe's Garage	45
		Ferraris of Crickwood, Ltd.	36	Leisner's Garage, Ltd.	67	Ross Brothers, Ltd.	60
Baird, A. & Sons, Ltd.	24	Fleming's Garage, Ltd.	36	Leisner's Garage, Ltd.	67	Rowland & Harris, Ltd.	56
Baball Heath Motors	29	Fleetville, Ltd.	29	Leisner's Garage, Ltd.	67	St. Aldate Garage	42
Barnes Motor Works, Ltd.	54	Fletcher, T. (Nottingham), Ltd.	29	Leisner's Garage, Ltd.	67	Saunders, Frank E.	74
Barrett of Canterbury, Ltd.	54	Fowler & Armstrong, Ltd.	39	Leisner's Garage, Ltd.	67	Saul & Slater, Ltd.	54
Barton Townley, Ltd.	54	Fowler & Armstrong, Ltd.	39	Leisner's Garage, Ltd.	67	Seager, C. W., Ltd.	59
Bayley Motor Co.	26	Frederick, S. A., Ltd.	59	Leisner's Garage, Ltd.	67	Shaw Motors, Ltd.	60
Beaumont Motor Co., Ltd., The	26	Furion Motors Engineers, Ltd.	59	Leisner's Garage, Ltd.	67	Shepherd, B. J. & Co. (Enfield), Ltd.	62
Beil's Garage	77			Leisner's Garage, Ltd.	67	Sherrin's Motors, Ltd.	78
Bennett (Nottingham), Ltd.	69	G. & B. Garages	76	Leisner's Garage, Ltd.	67	Silcox, W. L. & Son	71
Berrymans' Motors, Ltd.	69	G. & C. Motor Garages, Ltd.	80	Leisner's Garage, Ltd.	67	Silver Bros.	67
Bhind & Payne, Ltd.	77	Gardner, E. G. & Son, Ltd.	80	Leisner's Garage, Ltd.	67	Smith, S. G. (Motors), Ltd.	50
Binks, Ltd.	77	Garwood, R. & Sons, Ltd.	80	Leisner's Garage, Ltd.	67	Smith & Wainwright, Ltd.	50
Birchgarth Garage, Ltd., The	29	Geddis, W. C., Ltd.	74	Leisner's Garage, Ltd.	67	Solihull Motor Co.	27
Blackbird Hill Garage, Ltd.	27	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Southern Bros.	74
Blue Star Garages, Ltd.	57	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Southern Bros. & Agro Co., Ltd.	74
Bolland, A. & Co., Ltd.	18	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Spalding Garage, Ltd.	50
Bournemouth Imperial Motors, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	St. John's Garage, Ltd.	23
Bown, S. & Sons, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Station Garage	23
Bra, George, Ltd.	52	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Stockport Motor House, The	23
Bradley's Garage	18	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Stokes, Ltd., J. W.	74
Brew Bros., Ltd.	52	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Stockridge Motor Co.	77
Brigwater Motor Co., Ltd., The	53	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Stor & Son, Ltd.	77
Brishane, S. W.	53	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Stor Valley Motor Co., Ltd., The	77
British & Colonial Motors, Ltd.	48	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Streatham Motor Garage & Elec- trical Eng. Co., Ltd.	61
Brookway Motors	48	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Stubbs' Garages, Ltd.	66
Brown, E. E. & Co. (Smith- wick), Ltd.	35	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Tagearts (Motherwell), Ltd.	66
Buckrose Motors, Ltd.	35	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Tait & Taylor, Ltd., Ltd., The	78
Bull Pond Garage, Ltd.	35	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Taylor, B. C., Ltd.	78
Burgoyne, W. & Sons, Ltd.	72	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Teddington Engineering Co., Ltd.	78
Burt's Garage	61	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Thurhill, J. & Sons	62
Bushey Vale Garage, Ltd.	84	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Thompson Edwards Motor Co., Ltd.	64
		Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Thompson, Wm. & Sons	79
Cann, Medley & Co., Ltd.	60	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Thurston, H. H., Ltd.	79
Car Mart, Ltd., The	55	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Tipton, T. P. & Co., Ltd.	40
Carlyle (Cars), Ltd.	82	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Townley Motors, Ltd.	50
Castle Garage (York), Ltd.	82	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Townley Motors, Ltd.	50
Castleton Motors, Ltd.	73	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Turner, A. G., Ltd.	79
Cater Motor Co., Ltd., The	73	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Turner & Savage, Ltd.	57
Central Garage, Ltd.	31	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67	Tweedie, James, Ltd.	25
Central Garage Four Oaks, Ltd., The	78	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Central Garages (Llandilo) Ltd.	51	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Central Motor Institute	56	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Central Motor Works	56	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Chakler, J. & Sons	73	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Chalmers, John & Sons, Ltd.	62	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Chapman (London) Garage, Ltd.	62	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Chapman & Edwards, Ltd.	62	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Cheltenham & Gloucester Car Mart, Ltd.	36	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Cherrie, William	25	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Clarendon Car Service, Ltd.	71	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Clarke's of Purbright	71	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Claydon's Garage	71	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Clayton, J. & Sons	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Clifton's Service Station, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Clock Garage, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Colson Motors, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Colours Depot, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Cordingley & Sons	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Cortyn, J. J., Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Coombs Garage	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
County Motors (Leish), Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Coven, Bertram	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Culver's Car Mart	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
		Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Dartmouth Garage	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Davies, D. E.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Davies, Tom & T.S. (Garages), Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Dawson Bros. (Lymington), Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Dawson & Co., Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Dicker & Pinkerton, Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Dickinson & Adams (Luton), Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		
Dixon, T. & M., Ltd.	23	Geddes, Owen, Ltd.	27	Leisner's Garage, Ltd.	67		

## SUPPLIERS

A.C. Sphinx Spark Plus Co.	110	Cork Manufacturing Co., Ltd.	106	Premier Aluminium Casting Co., Ltd.	85	Vandervell Products, Ltd.	111
Aluminium Brakes & Co., Ltd.	95	Countryside Radiator & Pressur- Co., Ltd.	86	Projectile & Eng. Co., Ltd.	104	Vandervell Aluminium Foundry Co., Ltd.	96
Armstrong's Patents Co., Ltd.	95	Dunford & Elliott (Sheffield), Ltd.	94	Pittaway, Thomas & Sons, Ltd.	100		
Ashmore, Benson, Pease & Co.	102						
Auster Aircraft, Ltd.	102	Fisher & Ludlow, Ltd.	107	Shelley, R. T., Ltd.	110	W.G. Electrical Welding & Eng. Co., Ltd.	106
Berry, Richard, & Son	100	Five-Ways Engineering Co.	102	Smith's Motor Accessories, Ltd.	103	Wellworthy Piston Rings, Ltd.	97
Burgess Products Co., Ltd.	104			Smith-Clayton Forge, Ltd.	92	Wessman, W. & Co.	98
		Girling, Ltd.	87	Smith, S. & Son (Radio- mobile), Ltd.	83	Wilmot-Brenden, Ltd.	99
Carr, William E., Ltd.	94	Jessop, William & Sons, Ltd.	108	Tecalemit, Ltd.	53		
Chapman, A. W., Ltd.	92	Jerry Bar Metal Co., Ltd.	98	Teleflex Products Ltd.	53	Yorkshire Engineering Supplies, Ltd.	108
Cheswick & Wright, Ltd.	94	Pinchin Johnson & Co., Ltd.	101	Tempered Spring Co., Ltd.	102		
Clydesdale Stamping Co., Ltd.	94			Terry, Herbert & Sons Ltd.	89	Zenith Carburettor Co., Ltd.	91
Concett, Co.	106						
Cooper's Mechanical Joints, Ltd.	108						

FOR INDEX TO GENERAL ADVERTISERS SEE PAGE FACING INSIDE BACK COVER

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**ABERDEEN**

Main

*Austin*

Dealers

**ABERDEEN MOTORS LTD.**  
UNION ROW  
ABERDEEN

Tel. 29155 (4 lines)

Grams: "Cars, Aberdeen"

**ABERDOVEY  
and TOWYN**

**W. GRAY JONES & SONS**

*Austin* DEALERS

**SALES, SERVICE & SPARES**

Telephone  
Aberdovey 8

Telephone  
Towyn 242

**ABERGAVERNNEY**

**JONES BROS.**  
PARK ROAD

*Austin* MAIN DEALERS  
FOR ABERGAVERNNEY AND DISTRICT

Telephone: ABERGAVERNNEY 433

**ABERDEEN**

**STATION GARAGE**

*Austin*  
RETAIL DEALERS

'Phone:  
24331-2

'Grams:  
STATGAR ABD.

**ABERGELE**

**Pierce's Garage**

Established 1905

A.A. and R.A.C.  
OFFICIAL REPAIRER

PHONE 2142

**ORDER YOUR  
NEW A40 "SOMERSET" NOW**  
AUSTIN DEALERS FOR ABERGELE, N. WALES

**ABERDEEN**

Tel. 23052

Distributors for  
SINGER,  
CITROEN

Distributors for  
FODEN  
and TROJAN

**WILLIAM CHEYNE**  
**174-188 HOLBURN STREET**  
AGENTS FOR AUSTIN AND MORRIS

**ACCRINGTON**

**THE CLOCK GARAGE**  
**WHALLEY ROAD**

Telephone: 2128-9

**HAVE THE NEW A40  
"SOMERSET"  
ON VIEW**



**AUSTIN****WORLD - WIDE  
AND HANDSOME****ALDERSHOT**

AGENTS FOR AUSTIN

**THE PARK GARAGE  
HIGH STREET**

Phone 427

AUTO, ELECTRICAL AND GENERAL ENGINEERS

**ANGLESEY****ROWLAND T. OWEN**

AUTOMOBILE ENGINEERS

AUSTIN  
DEALERSSALES &  
SERVICE**NEW GARAGE, HOLLAND ARMS**

Tele.: Gaerwen 40

**ALTRINCHAM**

*Austin* DEALERS  
for 30 YEARS  
**ARDEN & BULL LTD**  
OLD MARKET PLACE  
ALTRINCHAM  
PHONE: ALT 2442 63  
AUSTINS for SERVICE  
SERVICE for AUSTINS

**ANNAN**

MAIN AUSTIN DEALERS  
**A. BAIRD & SONS LTD**  
HIGH STREET  
ANNAN

TELEPHONE 23

**AMERSHAM**

*Austin*  
MAIN AGENTS  
**MUNN & CHAPMAN LTD.**  
CHALFONT STATION GARAGE  
AMERSHAM COMMON

TELE:  
2310  
LITTLE CHALFONTREPAIRS  
A  
SPECIALITY**ARBROATH****THE WEST END GARAGE  
DUNDEE ROAD**

*Austin*  
SALES & SERVICE

REPAIRS BY EXPERTS

**ANDOVER****ANDOVER MOTOR Co. Ltd.**

AUSTIN HOUSE, WEYHILL ROAD

MAIN AUSTIN DEALERS  
FOR ANDOVER & DISTRICTSERVICE  
SALES  
SPARES

Telephone: Andover 3405-6

**ASHFORD**

KENT

**A40** "SOMERSET"  
Demonstration Model

CAN BE SEEN IN OUR  
SHOWROOMS AT ASHFORD

**Chayward & Son**  
ESTABLISHED 1940

20-46, NEW STREET, ASHFORD, KENT  
Telephone ASHFORD 334 for AUSTIN SERVICE



**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**ASHTON-UNDER-LYNE**

**EXCHANGE YOUR CAR  
FOR AN**

*Austin*

**WITH**

**William Monk Ltd**

Oldham Road,  
Ashton-under-Lyne.

**Nr. MANCHESTER**

SHOWROOMS—ST. MICHAEL'S SQ.  
Telephone : 1531

SERVICE STATION  
Telephone : 1808-9

**BANBURY**

**WRENCH'S GARAGE**

BRIDGE STREET

**AUSTIN SPECIALISTS**

**SALES & SERVICE**

Telephone

Banbury 2101

**BANFF**

SALES *Austin* SERVICE

**J. A. GORDON LTD.**

**CENTRAL GARAGE**

Telephone : 73

OUR NEW COMMODIOUS PREMISES  
WILL BE OPENED IN MARCH

**AYR**

Main Austin Dealers

**JAMES TWEEDIE LTD.**

HOLMSTON ROAD  
AYR

Telephone : Ayr 3295-6

**BANGOR**

*Austin*

MAIN DEALER

**H. & J. McGIMPSEY LTD.**

**BALLYMENA**

**DICKEY & PINKERTON LTD.**

**GALGORM ROAD**

for

*Austin*

**BANGOR**

SEE THE NEW

*Austin*

AT

**JONES BROS. (BANGOR) LTD.**

**49 HIGH STREET**

**AUSTIN****WORLD - WIDE  
AND HANDSOME****BANGOR****S. C. TAYLOR LTD.**  
**2A, BALLYHOLME ROAD****HAVE ON VIEW THE  
SOMERSET***Austin***AGENTS****BATH****S. & A. FULLER LTD.***Coachbuilders and Motor Engineers***DISTRIBUTORS***since 1908 for**Offices & Stores*  
**LONDON ST.***Phone 3226**Works*  
**CIRCUS PLACE**  
*Phone 3636**Austin***BARMOUTH****D. E. DAVIES LTD.****GREEN GARAGE***Telephone Barmouth 4**Austin***SALES  
SERVICE  
&  
PARTS****BEACONSFIELD***The Beaconsfield Motor Co. Ltd.***TELEPHONE 16-972.**Invite you to see the  
**NEW A.40 "SOMERSET"**  
at their Showrooms.**BARNSELY****EYRE BROS.****(BARNSELY) LTD.***Austin***ELDON STREET, BARNSELY***Sales Dept.:—***PEEL STREET SHOWROOMS***Telephone: Barnsley 2461 (3 lines)***BELFAST****HARRY FERGUSON  
(MOTORS) LTD.****THE ULSTER DISTRIBUTORS  
OF****AUSTIN CARS****THE****NEW "A40 SOMERSET"**  
is NOW being exhibited  
in our  
**DONEGALL SQUARE SHOWROOMS****BARNSTAPLE****PRIDEAUX' (BARNSTAPLE) LTD****BEAR STREET***Austin***SALES & SERVICE****WORKS:**  
**TEL. 3038 9****SHOWROOMS:**  
**TEL. 2616**

WORLD - WIDE  
AND HANDSOME

AUSTIN



### BERWICK ON TWEED

ALNWICK & NORTH NORTHUMBERLAND

MAIN *Austin* DEALERS

**WM. THOMPSON & SONS**

Sales - Service - Facilities

HAVE YOU SEEN THE NEW  
**SOMERSET**  
IN OUR SHOWROOMS?



Phone: BERWICK on TWEED 389

### BIRKENHEAD

THE NEW AUSTIN "SOMERSET" SALOON  
IS ON VIEW

AND MAY BE INSPECTED

AT THE

**MERSEY MOTOR CO. LTD.**  
WOODSIDE WORKS

### BIRMINGHAM

SEE THE  
NEW AUSTIN SOMERSET  
at our showroom now

*Harold Goodwin*  
LIMITED

AUSTIN SALES  
AND SERVICE

WOLVERHAMPTON ROAD  
BIRMINGHAM - 32

Phone: BEArwood 2344-5-6-7

### BIDEFORD

See the new Austin A.40 at

your *Austin* Dealer

**ELLIOTT & SONS**  
(MOTORS) LTD.

KINGSLEY ROAD

Telephone 744-5

### BIRMINGHAM

**LESLIE MATTHEWS & CO.**  
AUTOMOBILE ENGINEERS  
FOR THIRTY YEARS

*Austin*

SALES & SERVICE  
**95 BRISTOL STREET**

### BIGGLESWADE

**OWEN GODFREY LTD.**

MAIN *Austin* DEALERS

**BIGGLESWADE, BEDS.**

Phone: 2167

SALES · SERVICE · SPARES

### BIRMINGHAM

SOLIHULL

**SOLIHULL MOTOR CO.**

(J. W. KINCHIN)

HIGH STREET, Phone: SOL. 0118.

100%

*Austin*

AGENTS

INSPECT THE NEW A40  
'SOMERSET' AT OUR SHOWROOMS.

**AUSTIN****WORLD - WIDE  
AND HANDSOME****BIRMINGHAM****IT'S PREMIER FOR***Austin***SALES****SPARES****SERVICE**

You can see the New Somerset in our Showrooms

**THE PREMIER MOTOR CO. (BIRMINGHAM) LTD., ASTON, BIRMINGHAM, 6****BIRMINGHAM, 1****R. J. EVANS & KITCHEN**

HORSEFAIR

**LTD.**

BIRMINGHAM, 1

*The Midland**Austin*

specialists

INVITE YOU TO INSPECT THE NEW

**A 40 "SOMERSET"****BIRMINGHAM****T. STARTIN JNR., LTD.****71, ASTON ROAD NORTH**

TEL.: ASTON CROSS 2011-2-3

DISTRIBUTORS OF

*Austin*

SPARE PARTS

**BIRMINGHAM**

100% AUSTIN DEALERS

**J. W. STOCKS LTD.**

FOR

SALES · SPARES · SERVICE

**283 BROAD STREET**

MIDLAND

5111/4

WORLD - WIDE  
AND HANDSOME

AUSTIN



**BIRMINGHAM**

**KEN WHARTON**



**Hume Street & Bearwood Road**

Phone  
Smethwick 06134

Phone  
Bearwood 1325

**SMETHWICK**

**BIRMINGHAM, 1**

**REEVE & STEDEFORD LIMITED**



The *Austin*

Specialists and Main Dealers at  
**111 THE PARADE - SUTTON COLDFIELD**

HEAD OFFICE CAR SHOWROOMS TUITION & HIRE  
**BROAD STREET - BIRMINGHAM 1**

Midland  
0842

Gen. Distributor  
Harold A. Smith

REPAIR WORKS PETROL STATION TYRE DEPARTMENT

**Berkley Street (off Broad Street)**  
**Birmingham 1**

**BIRMINGHAM, 6**

**FLEWITT LTD.**

ENGINEERS

COACHBUILDERS

SEE THE **AUSTIN A40** IN OUR  
NEW **SOMERSET** SHOWROOMS

**120-122, ALMA ST., BIRMINGHAM, 6**

Phone: ASTon Cross 3206 (3 lines). 'Grams: "FLEWITT, Phone, 6 'ham."

**BIRMINGHAM**

**BALSALL HEATH MOTORS**

(GEORGE LE PESCHE)

'Phone  
CALTHORPE  
1847



'Grams  
ALCARS  
BHAM

*One of Austins Oldest Agents*

**155-165 MARY STREET, BIRMINGHAM 12**

**BIRMINGHAM 19**

**THE NEW A40 CAN BE SEEN  
AT**

**MIST'S GARAGE**

**Hamstead Road & Soho Hill**

**Handsworth**

Tele.: NOR 6311-2-3

**BIRMINGHAM, 22B**

**FERRINGTON & CLEWS LTD.**

AUTOMOBILE ENGINEERS

**307 WALSALL ROAD**

**PERRY BARR**

Telephone: Birchfields 4654

**AUSTIN AGENTS**

**BIRMINGHAM 24**

*Call and See it—  
On View at*

**THE YENTON GARAGE CO. LTD.**

**724 CHESTER ROAD,**

**ERDINGTON, BIRMINGHAM, 24**

**BIRMINGHAM 28**

**AUSTIN**

**SALES**

SEE THE

**"SOMERSET"**

**A40 SALOON**

AT

**THE BIRCHES GARAGE LTD**

**1364-70 STRATFORD ROAD,**

**HALL GREEN**

Phone: Springfield 1131-2

**SERVICE**

**SPARES**




**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**BIRMINGHAM 30**
**HANCOCK BROS.**

(J. &amp; A. HANCOCK LTD.)

**FORDHOUSE LANE  
STIRCHLEY**
**SALES**
*Austin*
**SERVICE**
**BLACKHEATH  
BIRMINGHAM**
**HARPER'S MODERN MOTOR  
SERVICES LTD.**
**AUTOMOBILE ENGINEERS & BODY BUILDERS**

Telephone: Blackheath 1087

*Austin*
**SALES  
AND  
PERSONAL SERVICE**
**BIRMINGHAM 32**
**HARRINGTON'S GARAGE**
*Austin*
**HAGLEY ROAD WEST  
QUINTON, BIRMINGHAM, 32**
**BLANDFORD**
**FIANDER'S GARAGE**

Proprietor: D. J. Flander

**WHITE-CLIFF-MILL STREET  
PHONE 57**
*Austin*
**SALES & SERVICE**
**BLACKBURN**
**TOWNLEY MOTORS  
LTD.**
**MAIN *Austin* DEALERS**
**KING STREET**

Telephone 49413/4

**BOLTON**

SEE THE NEW

**SOMERSET**

AT

**SOUTHERN BROS.**
**AUSTIN CARS & COMMERCIAL  
DISTRIBUTORS**
**SPECIALISED *Austin* SERVICE**
**SOUTHERN BROS.**
**St. Georges Rd., Bolton**

TEL. 2577/8

**BLACKHEATH  
BIRMINGHAM**
**BELL'S GARAGE  
LONG LANE**

Phone: BLA. 1248

**ACCESSORIES — EXCHANGES  
REPAIRS**

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**BRADFORD**

**CENTRAL GARAGE LTD.**

**COUNTY DISTRIBUTORS**

**BRADFORD & LEEDS**



**CENTRAL GARAGE LTD.**

COUNTY DISTRIBUTORS,  
4 TOWN HALL SQUARE, BRADFORD

Phone : BRADFORD 22271

**CENTRAL GARAGE LTD.**

SPARES AND STORES,  
RANDALL WELL ST., BRADFORD

Phone : BRADFORD 22271

**CENTRAL GARAGE LTD.**

MAIN DEALERS,  
CENTRAL BUILDINGS,  
WOODHOUSE LANE, LEEDS

Phone : LEEDS 21591

**CENTRAL GARAGE LTD.**

COMMERCIAL VEHICLE DEPT.,  
PARRY LANE BRADFORD

Phone : BRADFORD 28475

*Austin of England*

**A.40**

**SOMERSET**

**AUSTIN****WORLD - WIDE  
AND HANDSOME****BOURNEMOUTH**

**BOURNEMOUTH  
IMPERIAL  
MOTORS LIMITED**

AUSTIN HOUSE, 185-187 OLD CHRISTCHURCH ROAD,

Telephone Bournemouth 5705-6

WORKS &amp; GARAGE

26-32 LORNE PARK ROAD, (At rear of Showrooms)

Officially Appointed Distributors for  
Austin Cars.**BRECON**SALES *Austin* SERVICE

**BRECON MOTORS  
LIMITED**

THE WATTON, BRECON

TELEPHONE 23

**BRENTFORD  
MIDDLEX.****LEX GARAGES LTD.****"THE DOME"**

GREAT WEST ROAD

FOR

24 HOURS PETROL, REPAIRS, SPARES  
AND BREAKDOWN SERVICEGOOD USED AUSTINS OF ALL TYPES  
WANTED

TELEPHONE : EALING 2271

**BRADFORD**SEE THE A40 "SOMERSET"  
AT OUR SHOWROOMS**Bayley Motor Company**

ENGINEER GARAGES  
DUDLEY HILL

Phone 61

AUSTIN DEALERS

**BRADFORD-ON-AVON****E. W. STONE Ltd.**

STATION GARAGE

Telephone 3215

DEALERS

SALES &  
SERVICE

**BRIDGEND****Mid-Glamorgan Motors**

DERWEN ROAD

Phone 112

**AUSTIN DEALERS**

MOTOR AND ELECTRICAL ENGINEERS

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**BRIDGWATER**

THE

**Bridgwater Motor**

CO. LTD.

at

EASTOVER, BRIDGWATER  
SOMERSET — SINCE 1904

Estd. 1887

**BRIGHOUSE**

MAIN  
**AUSTIN**  
DEALERS FOR  
CARS AND  
COMMERCIAL  
VEHICLES

SALES-SERVICE  
SPARES  
A SPECIALITY

**BULL FOLD  
GARAGE LTD.**

OWLER INGS ROAD  
BRIGHOUSE • YORKS.

Telephones: Brighouse 103-104

**BRIDLINGTON**

**BUCKROSE MOTORS LTD.  
FLAMBOROUGH ROAD**

Tel. - - - - 2226-7

*Austin*  
DEALERS

CARS-VANS  
TRUCKS

BRIDLINGTON'S SUPER-SERVICE STATION

**BRIGHTON**

& HOVE

**DREADNOUGHT  
GARAGES**

30 YEARS SPECIALISED EXPERIENCE WITH

SHIP STREET  
BRIGHTON  
24451

*Austin*

KINGSWAY  
HOVE  
35222

**BRISTOL**

**THE CATER MOTOR CO. LTD.**

ASSOCIATED WITH

*Henlys*

**'SOMERSET'**



DISTRIBUTORS

Austin House, CHELTENHAM ROAD.

**BRISTOL, 6**

Telephone: Bristol 21326 (4 lines)

Telegrams: Henlecars Bristol

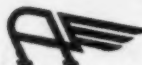
— View the Somerset in our Showrooms —

**AUSTIN****WORLD - WIDE  
AND HANDSOME**
**BUCKINGHAM  
PHILLIPS & SONS**

(Buckingham) Ltd.

**MOTOR WORKS**

Telephone Buckingham 2121-2274

*Austin* **DEALERS**
**BURNSIDE**
**WM. HAMILTON MOTORS LTD.  
STONELAW ROAD**
**SALES SERVICE SPARES****BUDE**

NORTH CORNWALL

**CANN MEDLAND & Co.**

'Phone: 43

**SALES** *Austin* **SERVICE**
**ALSO AT  
HOLSWORTHY**

'Phone: 33

**BUSHEY**

WATFORD

**BUSHEY VALE GARAGES LTD.  
LONDON ROAD**

Phone: Watford 3456

**MAIN AUSTIN DEALERS**
**SALES—SERVICE—SPARES  
COACHWORK**

 Works: VALE ROAD, BUSHEY  
 Phone: Watford 2589
**BURGH HEATH**

SURREY

**FRENCH & FOXWELL LTD.**

Telephone 66

**OFFICIAL** *Austin* **DEALERS**

 Branches at BANSTEAD AND  
 WALTON-ON-THE-HILL TADWORTH. SURREY
**CAERPHELLY****CYRIL G. MORGAN**

PICCADILLY SQUARE

**DEALER FOR CAERPHELLY**

Telephone 3178

**BURNLEY****HARRISONS of Burnley**

THE 100%

*Austin* **DEALERS**
**172 ST. JAMES ST., BURNLEY**

Tel: 3156/7

**CANTERBURY****AUSTIN****SALES AND SERVICE**

Main Agents for East Kent

**Barrett's**  
 OF CANTERBURY LTD

Phone 2288 Canterbury (4 lines)



**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**CAMBRIDGE**

**MARSHALLS (CAMBRIDGE) LTD.**

*Austin*

Distributors

for

Cambridgeshire, Huntingdonshire

and

The Soke of Peterborough

Head Office:  
Austin House  
Cambridge

Airport Garage  
Cambridge

63 Bridge Street  
Peterborough

**CARLISLE**

**AUSTIN**

COMMERCIAL DISTRIBUTORS—CUMBERLAND AND  
WESTMORLAND

**CAR RETAIL DEALERS**

**J. J. ARMSTRONG LTD.**

SALES AND SERVICE DEPOT

DENTON GARAGE, LANCASTER STREET

TELEPHONE

1163

**CARMARTHEN**

**EVANS MOTORS LTD.**

**AUSTIN HOUSE  
CARMARTHEN**

SEE THE NEW A40 SOMERSET IN  
OUR SHOWROOMS

MAIN DEALERS FOR CARMARTHEN  
CARDIGANSHIRE AND PEMBROKESHIRE

**CARLISLE**

**DIAS & CO. LTD.**

ESTABLISHED 1887

**53 LOWTHER ST.**

Telephone: 1520-1

Repair Workshops: LONSDALE ST.

DISTRIBUTORS OF

*Austin*

CARS

FOR CUMBERLAND  
AND WESTMORLAND

**CATERHAM**

**CHEESEMAN & EDWARDS LTD.**

AGENTS FOR

*Austin*

CARS

"SERVICE AFTER SALES"

**49 HIGH STREET**

CATERHAM 1058

**CATFORD**

See the Somerset  
in the showrooms of

**LOCOMOTORS LTD.**

40, Rushey Green, Catford,  
London, S.E.6

Austin Dealers

Service & Spares

**AUSTIN****WORLD - WIDE  
AND HANDSOME****CHELMSFORD***Austin* MAIN DEALERSSee the New  
A40 "SOMERSET"  
at**Pollards Garages**  
LTD**Broomfield Rd**

PHONE: CHELMSFORD 3458

**CHICHESTER****FIELD'S GARAGES LTD.**

30/32 South Street, CHICHESTER

AUSTIN Main Dealers

The new Austin A40 SOMERSET  
Model

can be seen in our showrooms

Particulars upon application

Phone 2605

**CHELTENHAM****CHELTENHAM & GLOUCESTER  
CAR MART LIMITED**

SALES ★

*Austin* SERVICE ★

DISTRIBUTORS FOR GLOUCESTERSHIRE

37/38 WINCHCOMBE STREET

Phone 3081 2

**CHIPPENHAM  
WILTS****BARNES MOTOR WORKS  
LTD.**

THE AUSTIN PEOPLE

SALES

SERVICE

Tele. 2293

SATISFACTION

**CHEPSTOW****Hanbury's Garage Ltd.**

(Incorporating Greyhound Garage)

AUTOMOBILE &amp; ELECTRICAL ENGINEERS

Phone 388 &amp; 235 Night Lines 407 &amp; 461

MAIN AGENTS AND SPECIALISTS IN

*Austin*

Any make of Car or Motor Cycle supplied

**CHESTER**

COMPLETE AUSTIN SERVICE

**MORE & GAMON**

LIMITED

MAIN AUSTIN AGENTS  
AND DISTRIBUTORS110  
FOREGATE  
STREETPHONE  
22696

COMPREHENSIVE STOCK OF SPARE PARTS

**CLAY CROSS**

May be seen NOW at our Showrooms

**Kennings**  
LTD

THE MOTOR DEPOT

CLAY CROSS, DERBYSHIRE

Telephone 2101

DISTRIBUTORS FOR AUSTIN CARS

# WORLD - WIDE AND HANDSOME

# AUSTIN



## CLEVEDON

### BINDING & PAYNE

LIMITED

CENTRAL GARAGE, CLEVEDON, SOM.

Telegrams & Telephone :  
Clevedon 2201

*District Agents for*  
**AUSTIN Cars**

## CREWE

### F. WOOLDRIDGE & SONS LTD.

SHOWROOMS AND SERVICE AT  
HIGH STREET

*Main Agents for South Cheshire*

**A40 SOMERSET SALOON**  
**ON VIEW**

## COLCHESTER

### ADAMS' GARAGES LTD.

*Austin*

MAIN DEALERS  
FOR  
THIS DISTRICT

**INVITE YOU TO SEE THE**  
**NEW A40 SOMERSET**  
SHOWROOMS: **62 HIGH STREET**  
WORKS: **47/49 CULVER STREET**

Telephone : 4449

## CROYDON

WE INVITE YOU TO INSPECT  
THE NEW

**AUSTIN SOMERSET**  
NOW ON VIEW AT OUR  
**SHOWROOMS**

*L.F. Dove Ltd*

111-115 ADDISCOMBE RD.  
E. CROYDON

100%  
AUSTIN  
MAIN  
DEALERS

Tel. ADD 3066.9

## COLERAINE

### MACFARLANES

AUTOMOBILE AGENTS & ENGINEERS

KINGS-GATE STREET

**SEE THE NEW AUSTIN A40 SOMERSET**  
**MODEL IN OUR SHOWROOM**

Telephone :  
COLERAINE 153

Telegrams :  
Macfarlane, Coleraine

## CROYDON

### MILNE & RUSSELL LTD.

1, BRIGHTON ROAD  
CROYDON

Telephone : CROYDON 3656 (3 lines)

**Main Dealers & Distributors**

100%

*Austin*

100%

## COVENTRY

& District

Inspect the NEW SOMERSET Saloon at

### SAM ROBBINS LTD.

100% Main *Austin* Dealers

**30, COX STREET, COVENTRY**

Telephone 83242/3

**SALES • SERVICE • SPARES**

## CUPAR

### WALTONS GARAGES (CUPAR) LTD. ROYAL GARAGE

*Austin*

**SALES**  
**SERVICE**  
**SPARES**


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**DARLINGTON**
**SEE**

THE NEW

**A40 SOMERSET**

AT

**MOTOR DELIVERY CO. LTD.**
**GRANGE ROAD**

AND AT

**BROMPTON ROAD**
**NORTHALLERTON**
**DARTFORD**
**B.S.**
**GELSTON & CO. LTD.**
**MAIN AUSTIN DEALERS**
**FOR**
**NORTH WEST KENT**

Invite you to inspect

 THE NEW AUSTIN A40 SOMERSET SALOON  
at their Showrooms

**27/29 LOWFIELD STREET,**

Telephone

DARTFORD

2238

**DONCASTER**

**THE NEW A40  
SOMERSET**

 A CAR YOU'LL BE PROUD TO OWN.  
A CAR WE'LL BE PROUD TO SERVICE.

**CLAYBOURN'S 'The Car People'**  
Hallgate, DONCASTER. Tel. 3414.

**OVER 30 YEARS OF FAIR TRADING**
**DEWSBURY**
**GEORGE BOX LTD.  
ALDAMS ROAD**
**Main AUSTIN Dealers for Cars  
and Commercial Vehicles**

 Telephone:  
Dewsbury 653

 Telegrams:  
Box, Dewsbury

**DORKING**
**F.W. MAYS & CO. LTD.**

AUTOMOBILE ENGINEERS · ALL NIGHT SERVICE

**SOUTH STREET**

Phone: 2244 2245

*Austin* **AGENTS**
**DONCASTER**
**BAILEY & LAW  
HIGHFIELD ROAD GARAGE**

Phone: DONCASTER 3469


**A.40 SOMERSET SALOON  
ON VIEW**
**AUSTIN SALES & SERVICE**

 All Spares and Service for Austin  
Cars and Trucks available

**DOUGLAS**
*Austin* **MAIN DEALERS  
FOR THE ISLE OF MAN**
**FARGHER'S AND ASHTON'S LTD.  
WESTMORELAND ROAD**

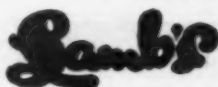
Telephone 149

# WORLD - WIDE AND HANDSOME

# AUSTIN



## DUNDEE



The new  
A 40 Somerset  
IS NOW DISPLAYED  
IN OUR SHOWROOMS

MAIN AGENTS FOR AUSTINS

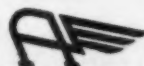
in

Angus, North Fife & Sth. Kincardine

Phone  
6181  
Dundee

AUSTIN HOUSE  
TRADES LANE  
DUNDEE

## EDGWARE



**S. BOWEN & SONS LTD.**

HILLSIDE GARAGE

HIGH STREET

Phone EDG 4464-5

## DUNOON

**WILSON'S GARAGE**

EAST BAY PROMENADE, DUNOON

AND

Tel. 42

**OBAN**

Tel. 2297

*Austin Distributors*

*Exide Service Stations*

## EDINBURGH

**INGLIS  
AUTOMOBILES**

recommend  
the

**Incomparable  
AUSTIN**

Austin Service &  
Sales at 64-78 Pitt  
St., Edinburgh, 3.

Phone: Edinburgh 26287

## DUNS

**G. LUKE & HOGG**

NORTH STREET

AUTOMOBILE & GENERAL  
ENGINEERS



SALES  
&  
SERVICE

Telephone  
51

## ELGIN

MAIN DEALERS

**PROCTOR & PATERSON**

SERVICE *Austin* SALES

SOUTH STREET

&

GREYFRIARS STREET

## DURHAM



SALES & SERVICE

**FOWLER & ARMSTRONG LTD.**

MOTOR ENGINEERS & DEALERS

74 NEW ELVET

Telephone: Durham 278-9

## ENFIELD

FOR THE NEW A40 SOMERSET  
AND

ALL AUSTIN SALES & SERVICE

**L. A. & A. C. WYMAN LTD.**

CENTRAL GARAGE

126-132 CHASE SIDE

Phone Enfield 4696 & 2992



**AUSTIN****WORLD - WIDE  
AND HANDSOME****ENFIELD****D. J. SHEPHERD & CO.**

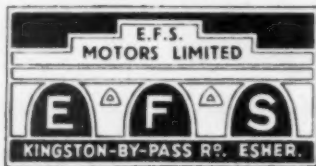
(ENFIELD) LIMITED

434 436 HERTFORD ROAD



Telephone Nos.

HOWARD 1631 and 2923

**ESHER****AUSTIN SALES & SERVICE**

Emberbrook 3000

**EVESHAM****THE MOTOR HOUSE**

Proprietor

**VICTOR · A · MORRALL**

BROADWAY RD. EVESHAM, WORCS. Tel. 6062.

**AGENTS FOR AUSTIN CARS,  
COMMERCIAL VANS, AND TRUCKS**

Sales and Service

**ENNISKILLEN**

NORTHERN IRELAND

AUTHORISED AUSTIN DEALERS  
for COUNTY FERMANAGH**T. P. TOPPING & Co. Ltd.***Automobile Engineers***DUBLIN ROAD**

Telephone ENNISKILLEN 2118 Night Phone 2444 &amp; 2481

**EWELL****A. W. HOUGHTON**RUXLEY PARADE GARAGE,  
KINGSTON RD., EWELLAuthorised Agent for **AUSTIN** Cars

Phone : EWELL 5000

**EPSOM****PAGE MOTORS LTD.****SALES & SERVICE**

TELEPHONE : EPSOM 9891-2-3

**EXETER****SEE THE NEW A40 SOMERSET  
NOW ON VIEW****P. PIKE & Co. Limited**THE **AUSTIN** DISTRIBUTORS

"AS DEPENDABLE as the Car"

Showrooms & Works:  
ALPHINGTON ST. Phone 3031 (4 lines)

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**FAKENHAM**

**MASSEY & BRIDGES**

**AUSTIN DEALERS & STOCKISTS**

**FAKENHAM, NORFOLK**

Phone : FAKENHAM 2337

**FRENSHAM**

**SURREY**

**Heath Bros. (Frensham) Ltd.**

*Austin* **DEALERS  
FOR 17 YEARS**

Phone Frensham 60  
for demonstration in our locality

**FARNINGHAM**

**PENWARDEN & FROST**



**FARNINGHAM SERVICE STATION  
KENT**

Tel.: FARNINGHAM 2236 7—Sales  
FARNINGHAM 3301 2—Works

**GALASHIELS**

**DEALERS FOR SELKIRKSHIRE**

**ADAM PURVES & SON LTD.**

**MARKET STREET**

Telephone 230!

**FOLKESTONE**

**AUTO PILOTS LTD.**

**HARBOUR GARAGE**

**AUSTIN SALES and SERVICE**

Telephone: Folkestone 4589

**GERRARDS CROSS**

**Gordon White**

**& Co. Ltd.**

*Invite you to inspect*

*the NEW*

**AUSTIN A 40**

**SOMERSET SALOON**

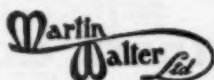
*At*

**AUSTIN HOUSE  
GERRARDS CROSS, BUCKS**

*The home of AUSTIN in South Bucks*

**FOLKESTONE**

**Official AUSTIN Dealers**  
**For more than 30 years**



**And at  
Dover and Margate**

**AUSTIN****WORLD - WIDE  
AND HANDSOME****GLASGOW**

**SCOTLAND**  
welcomes the  
**'SOMERSET'**

*see it in Glasgow at . . .*

*see it in Edinburgh at . . .*

*. . . the latest addition to  
the Austin range*

Built to traditional Austin standards, the new "Somerset" will prove a popular choice for economical family motoring. A car with a pedigree—and a future, you can depend on it! See it at one of the addresses below.

Sole Scottish AUSTIN Distributors

**CARLAW (CARS) LTD.**

97-103 WEST GEORGE STREET

Central 8912-3-4

Associate Company in Edinburgh

**MOIR & BAXTER Ltd**  
EDINBURGH

COMELY BANK GARAGE Edinburgh 30134

**GLASGOW, S.W.1**

**The Miller Motor Co.**

**307 LANGLANDS ROAD**

**AUSTIN DEALERS**

**SALES, OVERHAULS, SERVICE**

Telephone: Govan 1955

**GATESHEAD**

**J. THIRLWELL & SONS**

**96 BENSAM ROAD**

Phone 71640

Invite you to see the

**NEW A40 "SOMERSET"**

**SALES AUSTIN SERVICE**

**GLASGOW, S.1**

**LOW'S GARAGE LTD**

**HOLMBANK AVENUE**

**AUSTIN SALES & SERVICES**

**THE ANSWER TO ALL YOUR  
AUSTIN PROBLEMS**

**GLOUCESTER**

*Austin*

**SALES SERVICE SPARES**

**ST. ALDATE GARAGE**

**NORTHGATE STREET**

**GLOUCESTER**

Tel. 24054

WORLD - WIDE  
AND HANDSOME

AUSTIN



**GODALMING**

**H. A. JACKSON**

100% DISTRIBUTOR FOR  
**AUSTIN CARS**  
and COMMERCIAL VEHICLES

Depots at:

HURTMORE ROAD	Telephone 782,3
OCKFORD ROAD	" 139
BOROUGH ROAD	" 695

**GRIMSBY**

**W. R. WOOD**

**PATRICK STREET GARAGE**

Telephone 3594

Dealer

For

*Austin*

Cars

**GOSPORT**

(INCLUDING LEE-ON-SOLENT)

**RIGHTON & BENNETT  
LIMITED**

**STOKE ROAD**

MAIN *Austin* DEALERS

Telephone: 8183-4

**GUILDFORD**

FOR

**AUSTIN SERVICE  
SALES & SPARES**

SATISFACTION GUARANTEED

**HOLLOWAY'S GARAGE LTD**

AUSTIN HOUSE, NORTH ST.

ALSO AT

**BURYFIELDS LANE  
GUILDFORD**

Telephone No. 2938-9

**GRANTHAM**

**NORTH ROAD GARAGES  
(GT. PONTON) LTD.**

GREAT PONTON, GRANTHAM, Lincs.  
and at NEWTON ST., GRANTHAM

See the **SOMERSET** at our Gt. Ponton Premises  
The Outstanding Performance of your *Austin*  
Safeguarded by Specialised Service

Telephones: Gt. Ponton 251/2 Grantham 130

**GUILDFORD**

FOR THE NEW AUSTIN  
**A40 SOMERSET**  
AND ALL SALES AND SERVICE

**JACKSON'S GARAGE (GUILDFORD) LTD.**

ESTD.  
1906

**97, High Street**

Phone: Guildford 62545

AGENTS  
SINCE  
1922

**GRIMSBY**

**GRIMSBY MOTORS LTD**

**AUSTIN**

SALES  
AND  
SERVICE

FOR NORTH EAST LINCOLNSHIRE

**ELEANOR ST. and St. MARY'S GATE**

Telephone: 5174-5

Telegrams: EFFICIENCY

**HAMPTON**

**MIDDLESEX**

SEE AND TRY THE NEW SOMERSET  
AT

**G. KINGSBURY & SON LTD.**

Established 1897

**STATION ROAD**

*Austin*

SALES AND SERVICE  
SINCE 1906

**AUSTIN****WORLD - WIDE  
AND HANDSOME****HALIFAX**

Main Agents and Austin Commercial Vehicle  
Distributors since 1914

For the Halifax area up to the Lancashire Border

**THE NEW AUSTIN A40 "SOMERSET" CAN NOW BE SEEN IN  
OUR SHOWROOMS**

Our Service Department is equipped to undertake all classes  
of repair work promptly and efficiently at moderate charges.

**THOMAS GREENWOOD'S SONS LTD.**

HORTON STREET, HALIFAX.

Telephone : Halifax 2261/2,3. Telegrams : Tackle, Halifax.

Proud Members of the Swain Group

**HANLEY**

NORTH STAFFORDSHIRE



SALES — 100% — SERVICE

**HANLEY GARAGE LTD.**

**BROAD STREET, HANLEY**

Stoke-on-Trent 5177

**HASLINGDEN**

**CORDINGLEY & SONS**

(THE OLD FIRM)

**LANCS.**

TELS.	ROSSENDALE	302
		1661
		1627

**WE ARE  
AS OLD AS THE CAR  
INDUSTRY**

**AS MODERN AS THE  
A40 "SOMERSET"**

**WHICH IS ON VIEW AT OUR  
LARGE AND MAGNIFICENT  
SHOWROOM**



WORLD - WIDE  
AND HANDSOME

AUSTIN



**HEMEL HEMPSTEAD**



**SNOXALLS  
GARAGE LTD**

London Rd., Boxmoor

**HERTS**

Phone: Boxmoor 154

MAIN *Austin* DEALERS

**HILLINGDON**

Inspect the

**"SOMERSET" SALOON**

at

**HILLINGDON MOTORS LTD.**

325, Long Lane, Western Avenue,  
HILLINGDON, MIDDX.

Phone: UXBRIDGE 412

SALES AUSTIN SERVICE

**HENLEY-ON-THAMES**

See the new Somerset  
at

**Rolfe's Garage**

Telephone 136

*Austin* MAIN DEALERS

**HITCHIN**

**HERTS**

**J. CHALKLEY & SON**

BRAND STREET

Phone 44

MAIN AGENTS

REPLACEMENT UNITS AND  
PARTS STOCKISTS

**HERTFORD**

AND DISTRICT

**ALFRED E. NEALE & SON LTD.**

MAIN *Austin* DEALERS

SALES SERVICE SPARES

**HONITON**

**DEVON**

SEE THE NEW A40  
SOMERSET

at

**THE HONITON GARAGE**

TELE. 36

L. E. HELLIAR, proprietor

**HIGHGATE**

**R. MARTIN**

2 HIGHGATE HIGH ST., N.6

MOU 3413 4

—IT'S HERE! IT'S DEPENDABLE—

SEE THE NEW *Austin* A40 SOMERSET

SALES AND SERVICE

ACCESSORY STOCKIST FOR:—

DESMO • LUCAS • BARNACLE • TAPLEY • RAYDYOT  
EVERSURE • MARCHAL • NOTEX • WINGARD • ETC.

**HORNSEY**

**ELLIS & CO.**

OF HORNSEY LTD.

Established 1896



SALES  
AND  
SERVICE

44/56, HIGH STREET

Telephone: MOUNTVIEW 2255

**AUSTIN****WORLD - WIDE  
AND HANDSOME****HORSHAM****JACKSON BROS.**

AUTOMOBILE AGENTS &amp; ENGINEERS

**LONDON ROAD**

Telephone: Horsham 1111 (3lines)

*Austin***SALES  
SERVICE  
SPARES****HUCKNALL****C. B. MUNKS***Austin***SALES AND SERVICE**Invite you to see the new  
**A 40 Somerset**  
at the**SHOWROOMS  
WATNALL ROAD****Works: DERBYSHIRE LANE**

Phone: HUCKNALL 222

**HOUNSLOW***The New Austin A40**Somerset on View at*  
**BROADWAY MOTORS**  
67, HIGH STREET  
Phone 0175**HULL**

YOU CAN DEPEND ON

**CORNELIUS PARISH LTD.**

FOR AUSTIN SUPPLIES OF WHATEVER NATURE IN THE EAST RIDING OF YORKSHIRE

**THE NEW  
A40  
SOMERSET****ON VIEW  
AT OUR  
SHOWROOMS**

DISTRIBUTORS

**BOOTHFERRY ROAD, HESSLE, HULL**

Telegrams: SAXON, HULL.

Telephone: 40193.

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**—HYTHE—**

**HYTHE MOTOR CAB Co. Ltd.**

**AUSTIN AGENTS**

**HIGH STREET**  
(AND BANK STREET)

**HYTHE - KENT**

TELEPHONE - - - HYTHE 6131/2

**—INVERNESS—**

**Main Austin Dealers**

**MACRAE & DICK, LTD.**

**NAIRN TAIN FORT-WILLIAM  
and DINGWALL**

**—ILFORD—**

THE NEW

**AUSTIN**

**A40**

"SOMERSET"

See it today at

**SM**

**SMITH MOTORS LTD**

HIGH ROAD · GOODMAYES · ILFORD · Phone: Seven Kings 6000, 10 lines  
MAIN AUSTIN DEALERS IN THIS AREA FOR 30 YEARS

**—KEIGHLEY—**

**F. & J. Moore**

MAIN AGENTS

**Town Hall Garage**

Tel: KEIGHLEY 2121 (Day)  
KEIGHLEY 4367 (Night)

**—KENDAL—**

**LAKELAND GARAGE**

100% main *Austin* dealers

CARRY A LARGE STOCK OF  
SPARES FOR BOTH CARS  
AND COMMERCIAL VEHICLES

TELEPHONE KENDAL 566

**—ILKLEY—**

New A40 SOMERSET  
NOW ON SHOW at



Main Austin Dealers

BEN RHYDDING · ILKLEY

**—KENTON—**

MIDDLEX.

**DRY'S GARAGES LTD.**

**85 KENTON ROAD**

Telephone: Wordsworth 1143

*Austin* SALES & SERVICE  
FOR 25 YEARS


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**KESWICK**

**AUSTIN**  
SALES and SERVICE  
See the "Somerset" at  
**QUIRK'S "LOCK-UP" GARAGES**  
**KESWICK**

**KINGSTON-  
ON-THAMES**
**LANKESTER**  
ENGINEERING CO. LTD.

**AUSTIN  
MAIN AGENTS**
**SALES : SPARES : SERVICE**
**39/43 EDEN STREET, KINGSTON**  
KIN 3151 4 SURREY ELM 1185

**KETTERING**

SEE  
~ "THE SOMERSET" ~  
IN OUR SHOWROOMS  
**THE CENTRAL MOTOR CO.**  
1919 (KETTERING) LTD.  
Telephone: 2231 (3 lines)

**KIRKCALDY**

Main Austin Dealers  
**NEILSON BROTHERS**  
**16 HIGH STREET**  
**KIRKCALDY**

Tel. 3791

**KIDDERMINSTER**

**LAUGHTON GOODWIN**  
CO. LTD.  
**CASTLE MOTOR WORKS**  
INVITE YOU TO SEE THE  
NEW A40 SOMERSET  
**AUSTIN**  
SALES & SERVICE

**KNIGHTON  
RADNOR**

**S. W. BRISBANE**  
**STATION GARAGE**

*Austin*
**SALES · SERVICE · SPARES**
**KINGS LANGLEY**

MAIN *Austin* AGENT  
**E. H. MACMILLAN**  
COME & INSPECT  
THE NEW  
**AUSTIN A40 SOMERSET**  
**HIGH ST. & CENTRAL GARAGES**  
Phone 2528

**LARNE**

**LARNE MOTOR Co. Ltd.**  
Automobile Engineers  
**POINT STREET**  
WE INVITE YOU TO VIEW THE  
AUSTIN A40 SOMERSET MODEL  
IN OUR SHOWROOM  
Telephone **LARNE 91**

# WORLD - WIDE AND HANDSOME

# AUSTIN



## LANCASTER

See the very latest of the  
AUSTINS including the new  
A.40 "SOMERSET" at our  
showrooms.

**BARTON TOWNLEY LTD.**  
PENNY STREET,  
LANCASTER

Telephone: LANCASTER 2233

## LEEDS

### ADAMS MOTOR SERVICE

HEAD OFFICE

101, STONEY ROCK LANE

'Phone: 30231/2

AND

YORK ROAD · WHINMOOR · SEACROFT

'Phone: 47888

(Day & Night)

## LEEDS

### ALWOODLEY MOTORS LTD.,

KNOWN FAR AFIELD FOR

SERVICE



SALES

SPARES

HARROGATE Rd., LEEDS

Tels: 62114, 61724

## LAUNCESTON

See the NEW

A40 SOMERSET

at

**PROUTS GARAGE LTD.**

100% Main AUSTIN Dealers  
LAUNCESTON

'Phone 11

## LEEDS

**CHARLES S. ANDERSON LTD.**

New Model on view

at our New Buildings

Regent Street,

Leeds, 2

AUSTIN SERVICE

Telephone: 20668/9

## LEAMINGTON SPA

SOUTH WARWICKSHIRE

100%

MAIN DEALERS

**LEAMINGTON  
AUTOMOBILE CO.**  
OF  
LEAMINGTON SPA  
PHONE: - 867 & 868

AND AT  
WARWICK

## LEEDS

**LEEDS AUTOCARS LTD.**

AUSTIN SALES & SERVICE

IN THE CENTRE OF LEEDS

TEMPLAR ST. & NEW YORK RD.

Telephone 31551-3.



**AUSTIN****WORLD - WIDE  
AND HANDSOME****LEICESTER***Austin*

SALES &amp; SERVICE

**PALMER & WARD LTD.**  
**STOUGHTON DRIVE NORTH**  
**EVINGTON ROAD**

Telephone: 36362

**LEYBURN****METCALFES of LEYBURN**

in the heart of the Yorkshire Dales.

for SALES and SERVICE by  
real **AUSTIN** Enthusiasts**LEICESTER**The New Austin A40 Somerset Saloon  
can be seen at our Showrooms**VAUGHAN - HARBOURNE LTD**  
**AUSTIN HOUSE - LEICESTER**

DISTRIBUTORS FOR AUSTIN PRODUCTS

**LISBURN**

AUSTIN AGENTS

PHONE 3201

**JOHN McCLEAN**  
AUTOMOBILE AND ELECTRICAL ENGINEER  
**DUBLIN ROAD****NEW AUSTIN A40 SOMERSET  
MODEL**ON SHOW AT OUR GARAGE  
LONGSTONE STREET**LEIGH**"THE *Austin* SPECIALISTS"**COUNTY MOTORS (LEIGH) LTD.**  
**CHAPEL STREET**

Telephone: 1126-27

"THE PERSONAL SERVICE PEOPLE"

**LEWISHAM***Austin of England*The new A40 'Somerset'  
can be seen at**WITALLS of LEE**306-310 LEE HIGH RD.  
LEWISHAM S.E. 13

Lee Grn. 3353,4

Est. 1919

**LIVERPOOL, 1****VOSS MOTORS LTD.***Austin***MAIN AGENTS AND  
DISTRIBUTORS FOR  
LIVERPOOL AND  
WIRRAL****A.40 SOMERSET NOW ON VIEW****42/44 RENSRAW STREET**

ROYAL 3683/4/5/6

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**LIVERPOOL**

*Austin*  
**DEALERS**

**WEST COAST MOTOR CO. LTD.**  
**1 ARRAD STREET**

Telephones: Royal 1918 and 2155

**LLANDUDNO**



**AUSTIN  
DEALERS**

*Hutchison & Wilde Ltd*

SEE THE  
**AUSTIN  
SOMERSET** AT OUR SHOWROOMS  
PENRHYN BAY - LLANDUDNO

**LLANDILO**

*Austin of England*

Main Dealers for East Carmarthenshire  
for Austin cars and Commercial vehicles

HAVE THE NEW **SOMERSET**  
IN STOCK FOR INSPECTION

**CENTRAL GARAGES** (LLANDILO) **LTD**  
LLANDILO, CARMS Phone: 2217

**LOCKERLEY  
HANTS**

**THE NEW AUSTIN A40  
SOMERSET**

WILL BE ON VIEW IN OUR SHOWROOMS  
FROM 9th FEBRUARY

**COOMBS GARAGE  
BUTTS GREEN**

Telephone Lockerley 257

**LLANDRINDOD WELLS**



**THE AUTOMOBILE PALACE LTD.**

Managing Director: TOM NORTON

Telephone: 2216-7-8.

**Huge stock of Austin spare parts**

*Austin*

**100% DISTRIBUTORS FOR**  
ANGLESEY. CAERNARVON. DENBIGH.  
FLINT. MONTGOMERY. BRECON.  
MERIONETH AND RADNOR

**LONDON, E.1**

**"SOMERSET in EAST LONDON"**

AND SERVICE FACILITIES

FOR THE OTHER

COUNTY MODELS

AT

**ASSOCIATED GARAGE CO. LTD.**

THE *Austin* SPECIALISTS

**242-6 COMMERCIAL ROAD  
LONDON, E.1**

STE. 3242-3-4


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**LONDON, E.1.**

**ZENITH MOTOR  
& ENGINEERING WORKS  
LTD.**

591, COMMERCIAL ROAD

*Austin*

SALES - SERVICE - SPARES

 TELEPHONE :  
STEPNEY GREEN 4285  
(8 LINES)

**LONDON E.11**

 YOU CAN SEE THE  
AUSTIN SOMERSET AT

**LOVETTS**  
LIMITED

 BUSHWOOD CORNER  
LEYTONSTONE

Tel : WAN. 2433

YOU CAN DEPEND ON LOVETTS

**LONDON, E.14**

CALL ROUND AND WE WILL

SHOW YOU THE NEW

'SOMERSET'

**COBORN MOTORS LTD.**

 249/51, EAST INDIA DOCK RD.,  
POPLAR

Telephone EAST 2987

**LONDON E.8**
**LEX**

Garages Limited

MAIN AUSTIN DEALERS

**SERVICE**
**SALES**
**SPARES**
**PASSENGER**
**AND COMMERCIAL**
**AT**
**183-185 DALSTON LANE**
**HACKNEY**
**LONDON E.8**

AMHERST 2251/2

**LONDON, E.C.1**

For complete Service

of the new

**A40**
**AUSTIN SOMERSET**

consult

**EXPRESS MOTOR & BODY WORKS**  
LIMITED

**150 GOSWELL ROAD**

Telephone CL Erkenwall 4425

 EXPERTS IN HIGH PRESSURE WASHING  
GREASING - MECHANICAL REPAIRS - MAINTENANCE  
RE-CELLULOSING & BODY BUILDING

Depots at

 RIVERSIDE ROAD  
TOOTING, S.W.17  
Tel. WIM 4388/9

 282 BELGRAVE GATE  
LEICESTER  
LEICESTER 60829

# WORLD - WIDE AND HANDSOME

# AUSTIN



## LONDON, E.C.2

### PAUL STREET GARAGE LTD.

are pleased to announce that the new  
AUSTIN A.40 SOMERSET  
is on view at the London. E.C.2  
Showrooms

20 PAUL STREET

Tel. BIS. 6781 (4 lines)

Branch

97, Streatham Hill, S.W.2.

Works

83 105, Clifton St., E.C.2.

## LONDON, N.8

The new AUSTIN model is  
available for inspection  
and trial at—

**Lyne, Frank & Wagstaff,  
LTD.**

**3/5, CROUCH END HILL  
CROUCH END**

Phone MOUNTVIEW 4401

## LONDON, N.1

### LION SERVICE STATIONS LIMITED

*Austin*

SPARES • SALES • SERVICE

219-227 CALEDONIAN ROAD, KINGS CROSS

Phone: TERMINUS 6991

## LONDON, N.12

THE NEW

*Austin A40 Somerset*

CAN BE SEEN AT ANY BRANCH OF

**H. A. SAUNDERS LTD.**

*Austin Distributors*

AUSTIN HOUSE, 836, HIGH RD., N. FINCHLEY, N.12

AUSTIN HOUSE, CASTLE STREET, WORCESTER

AUSTIN HOUSE, COMMERCIAL RD., HEREFORD

WATLING STREET, RADLETT, HERTS

MILL END ROAD, HIGH WYCOMBE, BUCKS

## LONDON, N.3

SEE THE NEW A40  
SOMERSET  
AT

**POPE'S OF FINCHLEY  
39 BALLARDS LANE  
CHURCH END**

Telephone: Finchley 0013-4-5-6

Car Maintenance a Speciality

## LONDON, N.12

### HALLS (FINCHLEY) LIMITED

for AUSTIN cars

ODEON PARADE, HIGH RD.,  
NORTH FINCHLEY

$\frac{1}{2}$  mile North of Tally Ho Corner  
Hillside 1044

SERVICE & STORES

Arcadia Avenue, Church End, Finchley, N.3. Finchley 5906


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**LONDON, N.13**

**ORDER YOUR NEW AUSTIN  
WHICH CAN BE SEEN AT  
OUR SHOWROOMS**



**FROM  
SAUL & SLATTER LTD.  
PALMERS GREEN, N.13**

Showrooms: 44-46 Aldermans Hill  
Works: 234/236a Green Lanes  
Tel. Palmers Green 1209/7173

**SALES - SERVICE - SPARES**

**LONDON, N.16**
**HUNTER MOTORS LTD**

**AUTOMOBILE ENGINEERS  
& MOTOR AGENTS**

*Austin*

**SALES & SERVICE**

**SAVOY HOUSE,  
17 & 87 STOKE NEWINGTON RD.,  
LONDON, N.16**

**CLISSOLD 0031 (4 lines)**

**LONDON N.14**
**Springfield Garages Ltd.**

**SOUTHGATE**

**Come and see the new  
SOMERSET**

**Austin Sales and Service  
WINCHMORE HILL ROAD  
SOUTHGATE N.14**

Phone: PAL 6825

**LONDON, N.W.1**
**MARYLEBONE GARAGE LTD.**

**INCORPORATING MARYLEBONE TYRE SERVICE**

**6-11, DORSET CLOSE, GLOUCESTER PLACE,  
N.W.1. Paddington 0091 (12 lines)**

SEE THE

**AUSTIN  
A40 SOMERSET  
HERE!**

**SPECIALISTS IN**

**AUSTIN**

**SALES, SERVICE, REPAIRS  
& COMPLETE OVERHAULS**

**LONDON, N.16**

*The New Somerset*

is on show at-

**R. GARWOOD & SONS LTD  
45, STAMFORD HILL**

Phone: Stamford Hill 1191

**AUSTIN SALES  
DAY & NIGHT SERVICE**



WORLD - WIDE  
AND HANDSOME AUSTIN



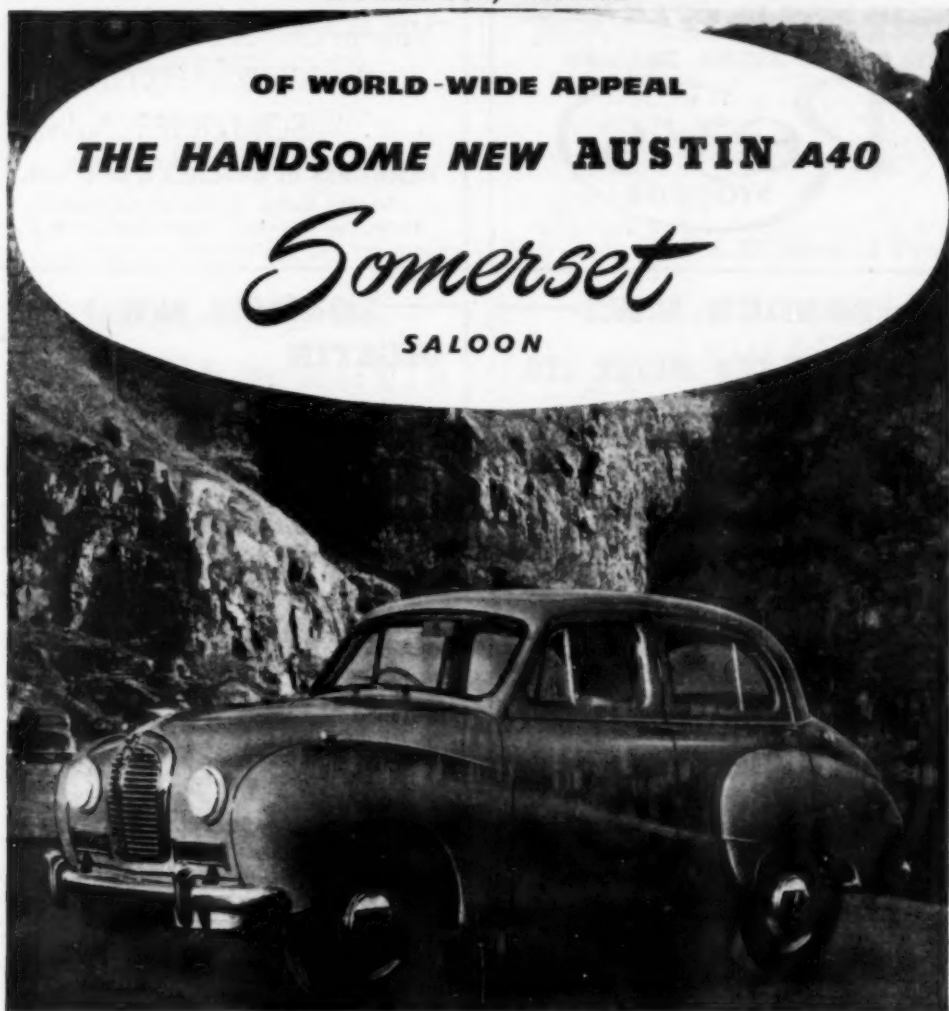
LONDON, N.W.1

OF WORLD-WIDE APPEAL

THE HANDSOME NEW AUSTIN A40

*Somerset*

SALOON



Cheddar Gorge, Somerset

on view at

*Car Mart Ltd*

LONDON DISTRIBUTORS

STANHOPE HOUSE  
320, Euston Road, London, N.W.1  
Telephone: EUSton 1212

AUSTIN HOUSE  
297, Euston Road, London, N.W.1  
Telephone: EUSton 1212

GLOUCESTER HOUSE  
150, Park Lane, London, W.1  
Telephone: GROsvenor 3434

16, UXBRIDGE RD., EALING, W.5  
Telephone: EALing 6717

CENTRAL LONDON SERVICE  
UPPER MONTAGU STREET  
Montagu Square, London, W.1  
Telephone: AMBassador 1837

WELSH HARP, EDGWARE, RD.  
LONDON, N.W.9  
Telephone: HENdon 6500

382, STREATHAM HIGH ROAD  
London, S.W.16  
Telephone: STReatham 7751



**AUSTIN**

**WORLD - WIDE  
AND HANDSOME**

**LONDON, N.W.1**

SEE AND INSPECT THE NEW A.40 SOMERSET  
at the  
AUSTIN RETAIL DEALERS

**Reys**  
MOTORS LTD. 1900

ESTB.

EUS.

73-75 ALBANY ST. N.W.1

6994

**LONDON, N.W.2**

Now in Our Showrooms  
the NEW AUSTIN  
SOMERSET Saloon

**FERRARIS of CRICKLEWOOD Ltd.**

Austin Sales & Service Depot  
200-220, CRICKLEWOOD BROADWAY, N.W.2  
GLA 2234-5-6-7

**LONDON, N.W.1**

**CLARENDON CAR SERVICE LTD.**

SALES



SERVICE

SPARES

**89, CAMDEN ROAD, N.W.1**

GULLIVER 5100 and 4448

**LONDON, N.W.3**

**AUSTIN**



HAMPSTEAD HIGH STREET  
LONDON N.W.3  
HAMPSTEAD 6041  
(10 lines)

**LONDON, N.W.1**

NEW AUSTIN A40 "SOMERSET" ON VIEW

**GEORGE NEWMAN & CO.**

**AUSTIN**

**SALES & SERVICE**

FOR NEARLY 40 YEARS.

SALES  
369 EUSTON RD.  
N.W.1

Phone  
EUSTON  
4486  
(12 lines)

SERVICE  
209c GL. PORTLAND ST.  
W.1

**LONDON, N.W.3**

SALES



SERVICE

FOR **AUSTINS**

**CENTRAL MOTOR INSTITUTE**

FINCHLEY ROAD, SWISS COTTAGE,  
LONDON, N.W.3

Telephone: PRIMrose 6623

**LONDON N.W.1**

**MOON'S MOTORS LTD.**

**London's Leading Garages**

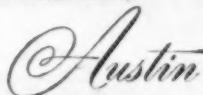
INVITE YOU TO SEE  
THE NEW

**AUSTIN  
SOMERSET**

At Dorset House : Marylebone Rd., N.W.1

**LONDON, N.W.3**

SEE THE NEW



SOMERSET AT

**Vandervell Bros. Ltd.**

215 HAVERSTOCK HILL, HAMPSTEAD

Telephone: Primrose 4441/3

**WORLD - WIDE  
AND HANDSOME AUSTIN**



**LONDON N.W.3  
BLUE ★ STAR  
GARAGES LTD.**

PROVIDE A NATION WIDE SERVICE

INVITE YOU TO INSPECT

THE NEW

**AUSTIN "SOMERSET"**

AT OUR FINCHLEY ROAD SHOWROOMS

617, FINCHLEY ROAD, HAMPSTEAD, N.W.3

Telephone: HAMPSTEAD 2254 8

also at THE BROADWAY, TOLWORTH, SURREY

**LONDON, N.W.7  
MEBES & MEBES LTD.**

(Est. 1893)

THE AUSTIN PEOPLE FOR THESE DISTRICTS INVITE YOUR INSPECTION OF THE NEW MODEL AUSTIN A40 SOMERSET SALOON NOW ON VIEW IN THEIR SHOWROOMS. "THE DEPENDABLE PEOPLE REPRESENTING THE DEPENDABLE CAR."

**THE BROADWAY, MILL HILL, N.W.7**

Telephone No. MIL 2040

**LONDON N.W.4**

**L. A. HILLS (HENDON) LTD.**

ELECTRIC SERVICE GARAGE

FINCHLEY LANE

HENDON

Telephone: HENDON 1145 6 and 1181/2



**GOOD STOCKS OF  
AUSTIN SPARES  
ALWAYS CARRIED**

**LONDON, N.W.9**  
*Blackbird Hill Garage Ltd.*  
BLACKBIRD HILL  
**KINGSBURY**

We invite you to view

**THE NEW A40 AUSTIN SOMERSET**

SPARES  
Col 6134

SERVICE  
Col 6135

SALES  
Col 4485

**LONDON, N.W.6**

**TURNER & SAVAGE  
LTD.**

140, WILLESDEN LANE

Telephone: MAIDA VALE 4881-2-3

AUSTIN



DEALERS

**SALES : SERVICE : REPAIRS**

**Specialists in Panel Beating**

**LONDON, N.W.10**

SEE THE

★ **New** ★  
**AUSTIN SOMERSET**

at London's Leading Showrooms

**ACE SERVICE STATION (London) Ltd.**

North Circular Road, Stonebridge Park, N.W.10

ELGar 5585 (3 lines)



**LONDON, S.E.6**

★ SEE THE NEW ★

**AUSTIN  
SOMERSET**

and receive courtesy and service at

**A. J. ALLEN & SON LTD**  
**BROMLEY ROAD, CATFORD, S.E.6**

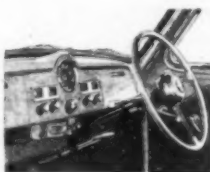
Hither Green 1144-5-6

**AUSTIN** **WORLD - WIDE**  
**AND HANDSOME**

**LONDON, S.E.12**

**See the NEW AUSTIN**

When you have read all about the new A40-Somerset - you will certainly want to see it.



We have one in our showrooms —so why not come along and take a close look at the car that, before long, will be the talk



**SOMERSET**

**CLIFTONS**

**AT**

**SERVICE STATION LTD.**

59 SIDCUP ROAD, LEE, S.E.12.

ELTham 3801.2 and 2030

**LONDON, S.E.6**

**F. PILMORE-BEDFORD  
& SONS**

**BROMLEY ROAD**

Telephone: HIT 1001-2-3

**LONDON, S.E.12**

**BELLAMY'S (LONDON) LTD.**

2, Burnt Ash Hill

Sales **AUSTIN** Service

Authorised Dealers

Phone: Lee Green 4821/2

WE HAVE THE NEW SOMERSET  
ON SHOW

**LONDON, S.E.14**

**NEW CROSS**

**M.B. MOTORS**

334/336 NEW CROSS ROAD

*Austin*

SERVICE • SPARES • REPAIRS

Phone: TIDEWAY 3779

**LONDON, S.E.15**

**S. G. SMITH (MOTORS) LTD.**

See the new **AUSTIN SOMERSET**

in our showrooms at

**285/287, RYE LANE, PECKHAM**

Phone: New Cross 0460

WORLD - WIDE  
AND HANDSOME

AUSTIN



LONDON, S.E.18

SEE THE NEW A40  
AT

**FURLONGS** 180 POWIS ST.  
WOOLWICH S.E.18  
MOTOR ENGINEERS Ltd. PHONE W00 3434  
SALES AUSTIN SERVICE

LONDON S.E.23

**SEAGER & CO.**

AUSTIN SPECIALISTS

THE NEW A40 "SOMERSET"

can be seen at

175 PERRY VALE, S.E.23

Telephone: FOREST HILL 1838

SALES REPAIRS SERVICE

LONDON, S.E.18

**HERWIN**  
CANNY & CO.  
LIMITED  
AUTOMOBILE ENGINEERS & BODYBUILDERS  
ESTABLISHED IN WOOLWICH IN 1901

40, ARTILLERY PLACE, WOOLWICH

Telephone: WOOLWICH 0165-6-7

Invite you to inspect the  
**NEW A40 SOMERSET**

LONDON, S.W.1

See the new

*Austin* Somerset  
at

**H. C. NELSON (1942) Ltd.**  
6/11, Appletree Yard, S.W.1

Phone WHITEHALL 4012/3

LONDON S.E.24

THE NEW MODEL A40  
"SOMERSET"

on view at

*George Osborne Ltd.*

**HERNE HILL ROAD**

(Near Loughborough Junction Stn.)

Telephone: BRIXTON 2087 (3 lines)



Motor Agents and Repairers

LONDON S.W.1

See The New

AUSTIN "SOMERSET"

AT

**C. G. NORMAN & CO.**

Austin authorised retailers

RIGHT IN WESTMINSTER

Sales • Service • Spares

RECONDITIONED UNITS

50 VAUXHALL BRIDGE ROAD, S.W.1

VICTORIA 2211

LONDON, S.W.2

THE SOUTH LONDON AUSTIN DEPOT

**PRYNN & STEVENS LTD.**

57 ACRE LANE, S.W.2

BRIXTON 1155

See the new A 40 at our Showrooms

14 LEIGHAM HALL PARADE, S.W.16  
STREATHAM 7362

Repairs & Service to Austin exclusively.



# **AUSTIN** **WORLD - WIDE AND HANDSOME**

## LONDON, S.W.3

SEE THE *Austin*  
**SOMERSET** AT  
**HRIMPTONS MOTORS LTD.**

**242/4, BROMPTON RD., S.W.3**  
KENSINGTON 9464

## LONDON, S.W.9

AUSTIN AGENTS FOR BRIXTON

Specialists in Car Hire for  
Overseas Visitors and  
Continental Touring

**WILSONS**

Automobiles & Coach Work Ltd.

*Austin of England*

**SALES AND SERVICE**  
Trinity Gardens, Brixton



For details, contact Leslie  
H. Wilson, Managing Director.  
Tel. Brixton 4011

## LONDON, S.W.3

SEE THE NEW AUSTIN A40  
"SOMERSET" IN OUR SHOWROOMS

**J. CORYTON LTD**

*The Complete  
Austin Specialists*

SHOWROOMS: 139/149 FULHAM RD., SOUTH  
KENSINGTON, S.W.3. KEN 1410.

WORKS: 79 FULHAM ROAD, FULHAM,  
S.W.6. RENOWN 6012.

## LONDON S.W.11.

**RED RICS AUTOMOBILES**

58 BATTERSEA BRIDGE ROAD

AUSTIN  
RETAIL  
DEALERS

THE NEW AUSTIN A40  
SOMERSET SALOON MAY BE  
VIEWED IN OUR SHOWROOM

Other Austin models sometimes available including  
the new Austin Hire Car.

Phone: BATTERSEA 6171

## LONDON, S.W.4

**A. OWEN LTD.**

AUTOMOBILE ENGINEERS & AGENTS

**72/74 PARK HILL**

**CLAPHAM**

Telephone: TULSE HILL 6297

**TRAVELLERS'  
BROUGHAM  
SPECIALISTS**

**AUSTIN  
SALES &  
SERVICE**

## LONDON, S.W.12

H. W. H. ENGINEERING CO. LTD.

**BEECHOLME GARAGE**

39, NIGHTINGALE LANE, S.W.12

*Austin*

**SALES & SERVICE**

Phone: BATTERSEA 4051/2

## LONDON, S.W.7



**BREW  
BROTHERS LTD.**

THE NEW 'SOMERSET'  
CAN BE SEEN AT OUR SHOWROOMS

**133 OLD BROMPTON ROAD,  
SOUTH KENSINGTON, S.W.7**

KEN 2468

Open 9.0 a.m. to 7.0 p.m.

FRE 3333

## LONDON S.W.15

SEE THE NEW A.40 AT

**Putney Autos Ltd**

263 Putney Bridge Road

Telephones:

Sales Department ... PUTney 6887  
Repairs, Service & Spares PUTney 1186/7

# WORLD - WIDE AND HANDSOME

# AUSTIN



## LONDON, S.W.15

### SEE IT!

The new Austin A40 is actually in our showrooms now! You are invited to inspect it, no matter in what part of the Home Counties you live.

### TRY IT!

You can give it a leisurely inspection and ask all the questions you wish. Our long experience and specialised knowledge of Austin Cars is at your service.

### BUY IT!

We are accepting limited orders for future delivery, but obviously cannot give you a date. The most flexible and favourable H.F. terms allowed under to-day's conditions, are available.

## ROBBINS of Putney

96-98 Upper Richmond Road, Putney, S.W.15.  
Phone: Putney 4581/2

## LONDON S.W.16

### SEE THE NEW AUSTIN SOMERSET

AT  
**STREATHAM MOTOR GARAGE &  
ELECTRICAL ENGINEERING CO., LTD.**  
43'45 MITCHAM LANE, STREATHAM  
Telephone Streatham 0282 6311

## LONDON S.W.17

### Burt's Garage

60-60A, TRINITY ROAD, S.W.17  
Have on show the new

*Austin* **A40 SOMERSET**  
SPECIALISTS REPAIRS AND MAINTENANCE  
ESTABLISHED 1897

## LONDON, S.W.15 WARD & CO. (PUTNEY) LTD.

for *Austin* SERVICE

**SEE THE NEW SOMERSET AT  
72 WEST HILL  
PUTNEY**

Phone: PUTNEY 7422

## LONDON, S.W.16

IT'S HERE

The New Austin A.40 Somerset Saloon

**ASTORIA GARAGE  
(STREATHAM)  
LTD.**

Gracefield Gardens, Streatham  
Telephone: STReatham 3341/2

## LONDON S.W.19

FOR THE *New*

### AUSTIN A40 SOMERSET

AS FOR EVERY AUSTIN  
PAST & PRESENT CONSULT  
THE AUSTIN SPECIALISTS ON  
*Sales, Spares, Service*

## WIMBLEDON MOTOR WORKS LTD ESTABLISHED 1897

29, High Street, Wimbledon Common, S.W.19  
Telephone: WIM 0123


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**LONDON S.W.17**
*Official Stockists*
**SHAW MOTORS LTD**
**SEE THE NEW AUSTIN SOMERSET AT**

666-678 GARRATT LANE, S.W.17

Telephone: Wimbledon 3031/2/3

*Austin*
**SALES, SERVICE  
AND SPARES.**
**LONDON, W.1**
**PASS AND JOYCE**
**THE CAR PEOPLE**

The long-established  
West-end Dealers  
in all  
AUSTIN Models

 Call and see the new "SOMERSET"  
in our showrooms

**184-188 GREAT PORTLAND STREET  
LONDON, W.1**

Tel: MUSeum 1001 (6 lines)

**LONDON W.1.**
**GOWER & LEE**
**Austin Dealers**

1/2, THORNTON PLACE, YORK ST.,

BAKER ST. Welbeck 6828: 3 lines

**LONDON, W.1.**
**SEE THE NEW  
SOMERSET**
**IN THE HEART OF LONDON  
AT**
**LEX GARAGES LTD.**
**2, LEXINGTON STREET,  
PICCADILLY CIRCUS**

Telephone: GERrard 8800

*Austin*
**SALES and SERVICE**
**LONDON, W.1**
**ESTABLISHED 78 YEARS**
**R. HARDY & SON**
**FOR**
**- AUSTINS -**


**SEE THE  
NEW SOMERSET SALOON  
AT**

**50 MARYLEBONE HIGH ST.,  
LONDON, W.1**

WELBECK 1101

**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**LONDON, W.1.**

**EDGAR HARRISON LTD.**

**HAVE A NEW  
A40 SOMERSET  
ON VIEW AT  
33 NORTH ROW  
NORTH AUDLEY ST., W.1.**

\*Phone : MAYfair 0402

**SALES and SERVICE**

**LONDON, W.1**

**New Austin A40 Somerset  
on view at**

**HERBERT & MILLS**

**75 Gt. Portland Street, W.1**

Telephone

LANGHAM 3906

**LONDON, W.1.**

**MANN EGERTON  
& CO. LTD.**

**AGENTS FOR**

*Austin*

**IN**

**MAYFAIR**

**14, BERKELEY STREET**

**TELEPHONE : REG. 2073 (5 LINES)**

**LONDON, W.1**

**SEE THE NEW A40 SOMERSET  
AT**

**E. L. MENDEL LTD.**

**85, GREAT PORTLAND STREET**

*Austin*

**AGENTS FOR  
OVER 21 YEARS**

**LONDON, W.1**

**THE NEW AUSTIN A40  
SOMERSET**

**IS ON EXHIBITION IN  
MAYFAIR**

**AT THE SHOWROOMS OF**

**JACK OLDING**

**AUDLEY HOUSE, NORTH AUDLEY ST.,**

**AUSTIN**

**Mayfair 5242-3-4**

**DEALERS**

**LONDON W.1**

*Austin*  
**DIRECT DEALERS  
FOR THIRTY YEARS**

**A40**

**THE NEW**

**SOMERSET**

**IS NOW ON SHOW**

**AT OUR**

**WEST END BRANCH**

**67, GEORGE STREET, W.1**

**WELbeck 6899**

**OFFORD**  
Established over 100 years  
**SONS LTD**



**BY APPOINTMENT  
COACH BUILDERS  
TO H.M. THE KING**

**Also at**

**154, GLOUCESTER ROAD, S.W.7**

**FREmantic 0061**


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**LONDON, W.1.**

SEE THE NEW AUSTIN A40 SOMERSET

AT

**G. VIDLER & CO.**
**43, CRAWFORD STREET, W.1.**

PAD. 4915

30 YEARS AUSTIN AGENTS

EXPERTS AT YOUR SERVICE

**LONDON, W.2**

CHARLES

**Rickards**

LIMITED

**56 BAYSWATER ROAD**

Tel.: PADdington 1820

INVITE YOU TO INSPECT

THE NEW A40

SOMERSET

AT THEIR SHOWROOMS

**LONDON, W.6**
**HARRY NASH MOTORS Ltd**
**348, 391, 337, KINGS ST.,**
**HAMMERSMITH**

Riverside 2837/8

**THE NEW A.40 IS HERE**
**LONDON W.11**
**CHAPMANS (London) GARAGE LTD.**

CODRINGTON MEWS

BLENHEIM CRESCENT

LADBROKE GROVE

PARK

9864 &amp; 9865

DISTRIBUTORS

*Austin*

DEALERS

NEW A40 "SOMERSET" ON VIEW

**LONDON, W.C.1**
**RAPID MOTOR SERVICES**
*Invite*
*you to*
*Inspect*

THE

NEW A.40

SOMERSET

**260, GRAY'S INN ROAD**

TERMINUS 4124-5

SALES — SERVICE — REPAIRS

**LONDON, W.C.2**


See the new

**AUSTIN A40 SOMERSET**

at

**BRITISH & COLONIAL MOTORS LTD**

CRANBOURN ST., W.C.2

**LONDON DERRY**
**THE THOMPSON EDWARDS  
MOTOR Co. Ltd.**

STRAND ROAD

Phone: LONDON DERRY 2110

**THE NEW "SOMERSET" IS ON VIEW  
AT OUR SHOWROOMS**
*Austin*

 DEALERS FOR  
OVER 25 YEARS



WORLD - WIDE  
AND HANDSOME AUSTIN



LONDON W.11



FRICKERS  
OF HOLLAND PARK

*Invite you to view*  
THE NEW AUSTIN A 40 'SOMERSET' SALOON  
*at their showrooms*

HOLLAND PARK AVENUE  
ADJOINING HOLLAND PARK TUBE STATION  
KENSINGTON, LONDON W.11

TEL. PARK 5077 & 5078

**AUSTIN****WORLD - WIDE  
AND HANDSOME****LOUGHBOROUGH****STUBBS' GARAGES  
LTD.****THE NORTH LEICESTERSHIRE AGENTS**

The New A40  
Somerset will  
be on view at

**SHOWROOM  
HIGH STREET**

**SERVICE STATION  
LEICESTER ROAD**

Tel.: LOUGHBOROUGH 2225-6 (2 lines)

**MACCLESFIELD****HYDES OF MACCLESFIELD**

DISTRIBUTORS FOR MACCLESFIELD  
CONGLETON & DISTRICT

Telephones: 2457 and 4537

**MACHYNLLETH****H. G. Jones & Sons**

Station Garage  
Mont.

TELEPHONE 8

SALES

*Austin*

SERVICE

REPAIRS & ACCESSORIES A SPECIALITY

**LUTON****DICKINSON & ADAMS**

(LUTON) LTD

*Austin* MAIN DEALERS

BRIDGE STREET, LUTON

Telephone: Luton 3535

**MAIDSTONE****ANSTEY'S**

LIMITED

MAIN DEALERS and COMMERCIAL DISTRIBUTORS

**AUSTIN**

SALES AND SERVICE

Telephone: 4272 3 lines

**LYMINGTON****DAWSON BROS. (LYMINGTON) LTD.**

76, HIGH STREET - - - Telephone: 78



SEE THE NEW A40  
SOMERSET AT OUR  
SHOWROOMS

100% MAIN AUSTIN DEALERS FOR LYMINGTON  
AND SURROUNDING NEW FOREST AREA

**MALVERN****WOODYATTS**

**BELLE VUE TERRACE**

OFFER

**The New Austin A40 Somerset  
for Your Inspection**

Phone: MALVERN 390

**WORLD - WIDE  
AND HANDSOME AUSTIN**



**MANCHESTER**

**Lookers Limited**

THE MANCHESTER

**AUSTIN DISTRIBUTORS**

Head Office & Showrooms:

5-35 HARDMAN ST., MANCHESTER, 3. BLA 3606-9

Service Station:

CHESTER RD., STRET福德. LON 3241-4

**MANCHESTER**

**CULVER'S CAR MART**

OF MANCHESTER

AUTHORISED

**AUSTIN**

DEALERS AT YOUR SERVICE

TELEPHONE: RUSHOLME 1789

227 MOSELEY RD., FALLOWFIELD

**MARKET DRAYTON**

*The*

**Jones Motor House**

Market Drayton

Telephone: 3181



SALES • SERVICE • SPARES

**MANSFIELD**

AND NORTH NOTTS

**Lucas & Mansfield Ltd.**

EXCLUSIVELY AUSTIN

**NOTTINGHAM ROAD**

Telephone 1366

**MAYFIELD**

SUSSEX

**Sivyer Bros.**

**CENTRAL GARAGE, HIGH STREET**

Phone 86

*Austin*

SALES. SERVICE & SPARES


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**MIDSOMER NORTON**

(Nr. BATH)

**THE MIDSOMER NORTON  
MOTOR CO. LTD.**
**SALES AUSTIN SERVICE**

Phone Midsomer Norton 20 or 347

**NEWBURY**

**MARTIN and CHILLINGWORTH  
LIMITED**

AUTOMOBILE ENGINEERS

**THE DEALERS FOR THIS AREA**

Telephones: 678 and 679

**MINEHEAD**

 COME AND INSPECT THE  
NEW A40 SOMERSET

AT

**BRADBEER'S GARAGE  
FRIDAY STREET**

Phone 101

AUSTIN SALES &amp; SERVICE

**NEWBURY**
**WHEELER (Newbury) LTD.**

Telephones: 1020-1

*Austin*
**SALES & SERVICE**
**MOTHERWELL**

Main Austin Dealers

**TAGGARTS (MOTHERWELL) LTD.**

Automobile Specialists

**KNOWETOP GARAGE**

Tel. 1303/5

ALSO AT 556 POLLOKSHAW ROAD, GLASGOW, S.I.

**NEWCASTLE UPON TYNE**
**MURRAY & CHARLETON**

COLLEGE AVENUE

NORTHERN

*Austin*

DISTRIBUTORS

**SEE THE NEW SOMERSET  
IN OUR SHOWROOMS**

ALSO AT

Marton Road, Middlesbrough, Yorks

**NEWARK**
**PRATT & GELSTHORPE LTD**

NEWARK 187

*Austin*
**SALES & SERVICE**
**NEWQUAY**
**HAWKEY & BOWDEN**

WHITEGATE GARAGE

Phone: 2967

*Austin* Agents

**SALES & SERVICE**

# WORLD - WIDE AND HANDSOME AUSTIN



## NEWRY NORTHERN IRELAND

### ROWLAND & HARRIS LIMITED

AUTOMOBILE ENGINEERS  
RAILWAY AVENUE

Telephone 90

SALES AUSTIN SERVICE

## NORTH BERWICK

AUSTIN SALES & SERVICE

### GEORGE FOWLER & SONS

MAIN DEALERS IN EAST LOTHIAN

EAST END GARAGE

PHONE: 4

## NEWTON-LE-WILLOWS

### A & B MOTORS

(NEWTON-LE-WILLOWS)

LTD

MILL LANE

Telephone : Newton-Le-Willows: 3301/2

## NEWTON-LE-WILLOWS

YOU CAN DEPEND ON

### LANCASHIRE CAR DISTRIBUTORS LTD.

Phone 3212/3  
for

*Austin*

## NORWICH

**MANN EGERTON**  
A CO LTD

### AUSTIN DISTRIBUTORS

are now exhibiting

The New "A40" SOMERSET

in their showrooms at

NORWICH 5 Prince of Wales Rd.

King's Lynn 145 Norfolk Street

Lowestoft 95-99 London Rd. South

Bury St. Edmunds Fornham Rd.  
and

IPSWICH (BOTWOODS LTD.)  
Major's Corner

★ You may place your order at any of these depots.

## NEWTOWNSTEWART CO. TYRONE

### CENTRAL MOTOR WORKS

MILL STREET

SALES & SERVICE

CARS & COMMERCIAL VEHICLES

Telephone 214

## NOTTINGHAM

BENNETTS of NOTTINGHAM

FOR

AUSTINS of ENGLAND

•

BENNETTS (NOTTINGHAM) LIMITED

24-30 SHAKESPEARE STREET

Tel.:  
44074/7

Grams.:  
"Autocar, Nottingham"



# **AUSTIN** **WORLD - WIDE** **AND HANDSOME**

## NOTTINGHAM

*Austin of England*

**FORBES of NOTTINGHAM**  
 For MOTOR CARS  
 For *Austin*

SALES  
 SERVICE  
 SPARES

**T. FORBES**  
 (NOTTINGHAM) LTD.  
 CASTLE BOULEVARD

Telephone:  
 Nottm. 44511/2

## NOTTINGHAM

**WARDS GARAGE**  
 (DAYBROOK) LTD.

**835 MANSFIELD ROAD,**  
**NOTTS.**

Phone: Arnold 68144

SALES

AND

SERVICE

*Austin*

## NOTTINGHAM



Inspect the New  
**"SOMERSET"**  
 at the Showrooms of

**A. R. ATKEY & Co. Ltd.**  
**LOWER PARLIAMENT ST.**  
**NOTTINGHAM**  
 Phone 43002

**AUSTIN**  
 SALES - SERVICE - SPARES

## NUNEATON

**ABBEY**  
**SERVICE**  
**GARAGE**

*Austin*

**CHURCH STREET & MIDLAND ROAD**

Phone: 2969

Phone: 2219

## OLD COLWYN

**MEREDITH & KIRKHAM LTD.**

Phone: SALES 5224. SERVICE 5292

Latest A40 "SOMERSET"  
 can be seen in our Showroom

**100% MAIN AUSTIN DEALERS**  
**CARS & COMMERCIALS**

Largest Stock of Austin Spares  
 in North Wales

## NOTTINGHAM

**H. H. Newsome & Co.**  
 Ltd.

**PATTERSON RD. - HYSON GREEN**

*Austin*

SALES AND SERVICE

Established 1916

Phone: NOTTM. 75645

## OLD HILL

*Austin*

SALES SERVICE

**OLD HILL MOTORS LTD.**

AUTOMOBILE ENGINEERS & AGENTS

OLD HILL, STAFFS.

Telephone:

Cradley 6247/8

WORLD - WIDE  
AND HANDSOME

## AUSTIN



## OTLEY

**KING BROS (OTLEY) LTD.**  
**CROSS GREEN**

*Austin*

MAIN DEALERS

**A40 "SOMERSET" NOW ON VIEW**  
TRIAL RUNS BY APPOINTMENT

## PERTH

**VALENTINES MOTORS**  
LIMITED

MAIN DEALERS FOR AUSTIN CARS  
**CITY HALL SQUARE, PERTH**

Telephone 1020

## PAISLEY

*Austin Main Dealers*

**HAMILTON (PAISLEY) LTD.**

MARSHALL'S LANE  
AND BRIDGE STREET

AUSTIN SPARES AND REPLACEMENT UNITS

Telephone  
Paisley 2231 (4 lines)

## PINNER

**GREENHILL MOTOR CO. LTD.**

AUSTIN RETAIL DEALERS

**THE NEW "A40 SOMERSET"**

can be inspected at

**MARSH ROAD, PINNER, MIDDLESEX**

Telephone PINNER 601

## PEEBLES

**RAMSAY (PEEBLES) LTD.,**

**AUSTIN HOUSE, PEEBLES**

MAIN DEALERS FOR

*Austin*

First-class Service is our  
Constant Aim.

Grams:  
"MORCARS"

Phone:  
PEEBLES 3364

## PIRBRIGHT

**CLARKE'S OF PIRBRIGHT**

PIRBRIGHT, SURREY

Brookwood 2201/2

SEE THE NEW AUSTIN IN OUR SHOWROOMS

24-hour DAY and NIGHT SERVICE

## PEMBROKE

AGENTS FOR

*Austin*

CARS AND

COMMERCIAL VEHICLES

Sales & Service

**W · L SILCOX & SON**

PEMBROKE DOCK

## PLYMOUTH

**P. PIKE & Co., Ltd.**

FOR

**AUSTIN**

**SERVICE & SALES**

**46, UNION STREET**

Phone - STONEHOUSE, PLYMOUTH 3108


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**PLYMOUTH  
& EAST CORNWALL**

*Austin*  
**DISTRIBUTORS**

**A. C.  
TURNER**  
LIMITED

**AUSTIN HOUSE, PLYMOUTH**  
Telephone  
2341

**POTTERS BAR**
**Burgoyne & Sons Ltd.**
**48, High Street**

Telephone 2081

**SALES**

**SERVICE**
**PRESTON**

LOOK AFTER THE CAR THAT YOU HAVE



One of the first Motor Agents in the North—founded in 1890.  
The Merigolds' three months' guarantee of all work—  
commercial or private—is still first consideration in 1952.

**MERIGOLDS LIMITED**  
Official Agents Austin Repairs and Spares Service  
**AVENHAM ST. WORKS** Tel. 3216/9

**PORTADOWN**
**EDWIN MAY**
**MOTOR, ELECTRICAL & AGRICULTURAL  
ENGINEERS**

**ORDER YOUR NEW A40  
SOMERSET**

 Telephone  
334

**NOW**

 AUSTIN  
AGENTS

**PRESTON**

 IF IT'S  
FOR

*Austin*

IT'S

**DUNDERDALE & YATES  
LTD.**

AREA MAIN DEALERS

**AUSTIN HOUSE, FISHERGATE**  
Tele.: 3076 3077.

**PORTSLADE  
BRIGHTON**

**VINE & LEE Ltd**  
Automobile  
Engineers  
PORTSLADE, SUSSEX



*Austin*

**SERVICE - SALES**  
HOVE 48661-2

**PWLLHELI**
**ROBERT J. JONES & SONS**

AUTOMOBILE ENGINEERS

**THE RED GARAGE**

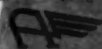
**THE NEW AUSTIN A40  
SOMERSET NOW ON VIEW**

'Phone 76

Grams: "Bob John Garage"

WORLD - WIDE  
AND HANDSOME

AUSTIN



READING



**READING  
AUTOMOBILES**

(WEYBRIDGE) LIMITED

Invite you to see

**THE NEW SOMERSET**

AT

**. CAVERSHAM ROAD**

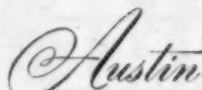
'Phone: Reading 3021

**AUSTIN MAIN DEALERS**

REDRUTH

&

**DISTRICT**



SALES &  
SERVICE

**BERRYMAN'S MOTORS LTD.**

Phone 101

RHYL

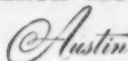
**North Wales**

Austin Cars

Austin Commercial Vehicles

**GROSVENOR MOTOR Co.**

Sales



Service

Phone Rhyl 929

Phone Rhyl 725

REDDITCH

**T. & M. Dixon Ltd.**

HEWELL ROAD GARAGE

Main Dealers for *Austin*  
Cars and Commercial Vehicles

TELEPHONE: REDDITCH 3 & 4

RICKMANSWORTH

**G. JONES & SON (RICKMANSWORTH) LTD.**



MAIN AGENTS FOR

**RICKMANSWORTH & CHORLEY WOOD**

Phone 3101

REDHILL

SURREY

For



CARS & COMMERCIAL  
SERVICE & SPARES

**JOHN CHALMERS & SONS LTD.**

Phone 3931

ROCHDALE

MAIN DEALERS

**CASTLETON MOTORS LTD**

**MANCHESTER ROAD, ROCHDALE**

**SALES & SERVICE**

Phone Rochdale 57231/2/3


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**ROCHESTER**
**LLOYD'S  
GARAGE**
**85-87-89 HIGH STREET**

Telephone : Chatham 2048

**SALES AUSTIN SERVICE**
**SANDWICH**
**MARBROOK & KIRBY**  
**MARKET HALL & GALLIARD ST.**
**AUSTIN CARS & TRUCKS**

Telephone: SANDWICH (KENT) 3066

**ROTHERHAM**
**J. CLAYTON & SONS**
**THE MOTOR HOUSE, WESTGATE**

Telephone: Rotherham 3696

**THE NEW A40 SOMERSET**  
 MAY BE SEEN IN OUR SHOWROOMS

**AUSTIN CAR & COMMERCIAL**

★ DEALERS FOR ★

**ROTHERHAM & MEXBOROUGH DISTRICTS**
**SEATON**
**B. TREVETT & CO. LTD.**
**MOTOR ENGINEERS**
**SEATON, DEVON**

PHONE: 9.

*Austin*
**MAIN DEALERS**

Established over 40 years

**ROYSTON**
*Austin of England*
**LOGSDON'S GARAGE LTD**
**MELBOURN STREET**

Phone: Royston 2281/2

**SELBY**
**FRANK E. SANDERSON**
**AUTOMOBILE ENGINEER**
**JAMES STREET**

Telephone: 60

*Austin* **AGENTS**
**SALISBURY**
*W. Goddard & Co. Ltd*
**MAIN AUSTIN AGENTS  
AND DISTRIBUTORS**

41-45, WINCHESTER STREET, SALISBURY

**SEE THE NEW A40 IN OUR  
SHOWROOM**

Telephone 2292-3

**AUSTIN PARTS WHOLESALERS**
**SHOREHAM**

SALES

You may view the

SERVICE

 New *Austin* A40 Somerset  
 at

**HOLLOWAYS LTD**
**SHOREHAM-BY-SEA**
**From February 5th**

Telephone: Shoreham 2253

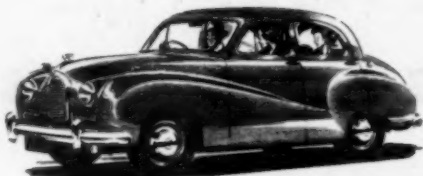


**WORLD - WIDE  
AND HANDSOME**

**AUSTIN**



**SHEFFIELD**



The New A40 Somerset

Now on view in our Showrooms

**FREEMAN OAKES & CO.  
LTD.**

**Fitzwilliam Street, Sheffield**  
Telephone 24241

MAIN DEALERS FOR **AUSTIN** CARS

**SMETHWICK**

*E. E. Brown & Co*

(SMETHWICK) LTD

proudly presents

the

*Austin* **A40 Somerset**

SALES & SERVICE — ST. PAUL'S ROAD, SMETHWICK

**SOUTHALL**

**The Somerset's  
in Middlesex  
at**



**SOUTH ROAD, SOUTHALL, Middx.**

**SIDMOUTH**

SEE THE NEW  
"SOMERSET"  
AT

**THE WOOLBROOK GARAGE**

SALES

*Austin*

SERVICE

Telephone 131

**SOUTHAMPTON**

**AUTO TRADING Co. Ltd.**

**24-30 SHIRLEY ROAD**

Phone 74066-7

INVITE YOU TO INSPECT  
THE NEW SOMERSET

**AUSTIN SALES & SERVICE**

**SLEAFORD**



**W. P. MAIDENS**

Southgate

**SLEAFORD · Lincs**

Phone : Sleaford  
135

**SOUTHAMPTON**

**FAIRWAY MOTORS LTD.**

**151/159 BITTERNE ROAD**

Est. 1918. Telephone Southampton 54066/7

**AUSTIN****WORLD - WIDE  
AND HANDSOME****SOUTHEND-ON-SEA****SOUTHEND MOTOR & AERO  
CO. LTD.****MAIN AUSTIN AGENTS AND  
DISTRIBUTORS****AUSTIN SERVICE AND LARGE  
STOCK OF SPARES**Showrooms  
SOUTHEND 45222-3Works  
SOUTHEND 3301-3**SOUTH SHIELDS**AUSTIN A40  
NEW SOMERSET MODEL  
ON VIEW AT**G. & B. GARAGES**AUSTIN AGENTS  
**SUNDERLAND ROAD**  
Telephone 1037**SOUTH MOLTON****MOOR'S GARAGE**

(SOUTH MOLTON) LTD.

Established 1815-Telephone 12 or 120

*Austin*

SALES &amp; SERVICE

**SOUTH MOLTON—NORTH DEVON****SPALDING  
Lincs.****H. LEVERTON & CO. LTD.**  
**BROAD STREET**Main Dealers for  
South-east Lincolnshire**SOUTHPORT**

SEE THE NEW AUSTIN

**A40****SOMERSET SALOON**

AT

**HATTONS**MOTOR VEHICLE  
DISTRIBUTORS**665-671 LORD STREET  
SOUTHPORT**

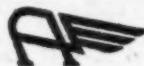
Tel. 2268 (5 lines)

**AUSTIN AGENTS FOR 29 YEARS****SPILSBY****LESLIE S. DODDS (1936) LTD.**

OLD TOWN HALL, SPILSBY, Lincs.

*Austin*MAIN AGENTS FOR  
**BOSTON & SPILSBY**  
DISTRICTSPhone:  
SPILSBY  
3145/6**STAINES**SEE AND TRY IT AT  
**DOBSONS LTD.**

STAINES BRIDGE.

AUSTIN AGENTS FOR A  
QUARTER OF A CENTURY

Phone

Staines 801

**WORLD - WIDE  
AND HANDSOME AUSTIN**



**STAMFORD  
LINCS.**

**JOHN FANCOURT**  
**100% AUSTIN**  
**SEE THE**  
**SOMERSET IN**  
**S** **STAMFORD LINCS.**

**STOURBRIDGE**

**SPECIALISED**  
**AUSTIN**   
**SERVICE**  
**IN THE MIDLANDS**

**STOCKPORT**

**THE**  
**STOCKPORT MOTOR HOUSE**  
**BUXTON ROAD Phone STO 4244, 5 (2 lines) LTD.**

100% *Austin* 100%  
**SALES SERVICE SPARES**

**THE STOUR VALLEY MOTOR  
CO LTD**

**HAGLEY ROAD, STOURBRIDGE**  
**WORCS. 'PHONE: 5131**

**STOCKSBRIDGE**

**SHEFFIELD**

**STOCKSBRIDGE MOTOR COMPANY**

*For your Austin*

Telephone 2137 Stocksbridge

**BRANCH at DEEPCAR**

**STRANRAER**

Main Austin Dealers

**JAMES McHARRIE**  
**(STRANRAER) LTD.**

COUNTY GARAGE, STRANRAER

Tel. Stranraer 300-1

[Associate Company]

**JAMES McHARRIE**  
**(NEWTON STEWART) LTD.**

100 QUEEN STREET, NEWTON STEWART

Tel. Newton Stewart 38

**STORNOWAY**

**MACIVER'S GARAGE**

BAYHEAD STREET

The *Austin* agents for  
the Western Isles.

PHONE 46

**STRATFORD-ON-AVON**



**BOLLANDS GARAGE**  
**GUILD STREET & HENLEY STREET**

Telephone 2274


**AUSTIN**
**WORLD - WIDE  
AND HANDSOME**
**STREATHAM**

See the new  
AUSTIN A40 "SOMERSET"  
in our showroom

**BERTRAM COWEN LTD.**

Hermitage Lane, S.W.16.

POL. 2100

**TANKERTON**
**GEORGE FITT MOTORS LTD.**
**TANKERTON GARAGE, KENT**

Phone: Whitstable 2244

**Sales — AUSTIN — Service**

BRANCHES: HERNE BAY, CHESTFIELD

**SUNDERLAND**
**BINNS** for *Austin*

SEE THE NEW  
**Somerset**  
AT OUR SHOWROOMS

 Tel.  
57651

**UNION STREET  
SUNDERLAND**

 Grams.  
Binns Motors

**TAUNTON**
**The Taunton Motor Co. Ltd.**
**54/55, EAST STREET**

AUSTIN MAIN DEALERS FOR  
**THE NEW SOMERSET SALOON**  
AND ALL AUSTIN MODELS

**SUTTON COLDFIELD**
**OFFICIAL AGENTS**

 FOR *Austin* CARS

**THE CENTRAL GARAGE**
**FOUR OAKS LTD**
**MERE GREEN**

Telephone Four Oaks 373

**TEDDINGTON**

(Middx)


 Phone:  
KINGSTON  
1193  
(2 lines)

**TEDDINGTON  
ENGINEERING  
CO., LTD.**

29-31 HIGH ST. TEDDINGTON

**SWANSEA**
**TOM & T.S. DAVIES**  
(GARAGES) LTD

*Austin*
**SKETTY GARAGE, SKETTY**

Tel.: SWANSEA 88030

**TIPTON**

**THE NEW A40 SOMERSET**  
ON VIEW AND FOR DEMONSTRATION  
AT OUR SHOWROOMS

**A. NAYLOR Ltd.**
**CROWN GARAGE, OCKER HILL**

Phone Wednesbury 0064

# WORLD - WIDE AND HANDSOME AUSTIN



## TIVERTON

Tel. 2268/9

DEVON

Est. 1900

### Tiverton Motor Company

100% MAIN

DEALERS

Service after Sales

## TUNBRIDGE WELLS

### TUNBRIDGES of

TUNBRIDGE WELLS

VALE ROAD

Telephone: Tunbridge Wells 3416/7

### AUSTIN Main Dealers

## TONBRIDGE

### TONBRIDGE MOTOR SERVICE LTD.

AUTOMOBILE &amp; ELECTRICAL ENGINEERS

### SPEEDWAY HOUSE

Telephone Night and Day 3288

DEALERS

## TRURO

The NEW

### A40 SOMERSET

now on show

at

### H.T.P. MOTORS

TRURO

Phone 2581

## TORQUAY

Possesses an Organisation offering all that  
is best in Service to **AUSTIN** Owners  
and Prospective Owners.

### CHARLES MOXHAM & Co. Ltd.

50-52 Torwood St., Telephone 4321-2

DISTRIBUTING DEALERS FOR 32 YEARS.

## WAKEFIELD

### THE NEW A40 SOMERSET

is available for  
inspection  
at

### WESTGATE MOTORS

(Wakefield) LIMITED

AUSTIN HOUSE, WAKEFIELD

Phone 4222 (4 lines)

## TOTNES

DEVON

### HARRISONS GARAGE

(TOTNES) LTD.

THE PLAINS

AUTOMOBILE ENGINEERS, BODY  
BUILDERS AND CELLULOSERS

Phone: 2247

### AUSTIN SALES AND SERVICE

## WALLINGTON

SEE THE NEW AUSTIN

A40 "SOMERSET"

IN OUR SHOWROOM

WALLINGTON, SURREY

Phone: WALL 2000/1



**AUSTIN****WORLD - WIDE  
AND HANDSOME****WARRINGTON****Ernest Garland & Son, Ltd.****THE MOTOR HOUSE  
BRIDGE FOOT**

Telephone: Warrington 1516/7

**WEALDSTONE****G. & C. MOTOR GARAGES LTD**

SEE THE NEW

SOMERSET

And a stock of Austin Spares  
and Replacement Engines at—**CANNING ROAD, WEALDSTONE**

Telephone: Harrow 3432

**WEMBLEY****IS WEMBLEY IN  
SOMERSET? NO!****BUT THE NEW "SOMERSET"  
IS IN WEMBLEY!**  
HERE IN OUR SHOWROOM NOW
**CAMPBELL SYMONDS & CO**  
**EMPIRE GARAGES**

THE LARGEST REPAIR WORKS IN THE SUBURBS

**WEMBLEY PARK DRIVE**

PHONES WEMBLEY 6262 (6 lines)

**AUSTIN**—you can  
depend on it!**YOU CAN**always  
depend on **US!**FROM A SIMPLE GREASE TO A MAJOR OVERHAUL  
BRING YOUR CAR OR COMMERCIAL VEHICLE TO US**WEMBLEY'S LEADING MOTOR AGENTS****WELLS****SEE THE NEW SOMERSET**

IN SOMERSET AT

**GUNNING'S GARAGES Ltd.****PRIORY ROAD**

Tel. No. Wells 3262

**WEMBLEY****It's HERE!—In WEMBLEY!**The New **AUSTIN****"SOMERSET"**

available for your inspection in our Showrooms

**WEMBLEY COURT MOTORS**"The **AUSTIN** & **JAGUAR** PEOPLE"**HIGH ROAD**

Phone: ARNOLD 5321/2

**AUSTIN SALES AND SERVICE****WELSHPOOL****J. HAROLD THOMAS LTD.**

WELSHPOOL MOTOR GARAGES

**AUSTIN**SALES &  
SPARES

- ★ CARS • VANS • COMMERCIALS
- ★ REPAIRS BY SKILLED MECHANICS

**BERRIEW STREET & CHURCH STREET**

TELEGRAMS THOMAS, GARAGES

TELEPHONE: 12

**WEMBLEY**YOU CAN SEE THE  
NEW SOMERSET AT**JAMES GREEN MOTORS****28-30 WATFORD ROAD  
SUDBURY**

Telephone: ARNOLD 4567

**AUSTIN AGENTS FOR 16 YEARS**

**WORLD - WIDE  
AND HANDSOME AUSTIN**

**WEST BROMWICH**

SEE  
THE NEW  
**AUSTIN A40**  
Somerset Saloon  
at  
**COLMORE DEPOT LTD**  
Roebuck Lane : West Bromwich  
Telephone 1116

**WEST HARTLEPOOL**

**LEEMING GARAGES LTD.**

MAIN AUSTIN DEALERS  
SEE THE NEW  
**AUSTIN A40 SOMERSET MODEL**  
AT OUR HART LANE SHOWROOMS  
TEL. 3264

**WEST BROMWICH**

**DARTMOUTH GARAGE**

HIGH STREET

Phone: West Bromwich 1101

COME & SEE THE NEW 'SOMERSET'  
AUSTIN COMMERCIAL DISTRIBUTORS,  
DIRECT RETAIL CAR DEALERS for  
AUSTIN SERVICE, SPARES & SALES

**WEST BROMWICH**

**Geo. H. KENDRICK Ltd.**

20 CARTERS GREEN

For service as  
dependable as *Austin*

Phone WES 0778/9 (2 lines)

See the NEW SOMERSET AT OUR SHOWROOMS  
where orders may now be placed

**WEYBRIDGE**

—SEE THE NEW SOMERSET—  
AT

**Weybridge  
Automobiles  
Ltd.**

QUEEN'S ROAD

Phone WEYBRIDGE 233 (4 lines)

*Austin*

MAIN DEALERS  
FOR 35 YEARS

**WEST BYFLEET**

SURREY

FOR  
AUSTIN SALES and SERVICE  
**HOWARD'S GARAGE**

29 YEARS AUSTIN DEALER

'Phone: Byfleet 89

**WHITCHURCH**

**E. G. HEATLEY**

AGENT FOR

*Austin*

SMITHFIELD GARAGE  
Brownlow St., Whitchurch, Shropshire  
'Phone: WHITCHURCH 184

**AUSTIN** WORLD - WIDE  
AND HANDSOME

**WIGAN**

SEE THE NEW  
**AUSTIN**  
**A40 SOMERSET**

AT

**TIMBERLAKES**  
OF WIGAN

Showrooms: Library St. Phone: 3451

**WOODFORD**

WELLS of  
for

*Austin*

W. J. WELLS LTD.  
AUSTIN HOUSE  
WOODFORD GREEN  
ESSEX

BUCKHURST . . . . . 0013/4

**WOKING**

SEE THE  
NEW

*Austin*

SOMERSET

AT

**INKERMAN MOTOR CO.**

**HERMITAGE ROAD**

**ST. JOHN'S**

Telephone : Woking 1103

**WORKINGTON**

TELEPHONE 113

AUSTIN AGENT

**J. R. GRAHAM**

Motor & General Engineers

CENTRAL GARAGE, CENTRAL SQUARE

THE NEW AUSTIN A40 SOMERSET  
MODEL NOW ON SHOW

CASTROL LUBREQUIPMENT SERVICE STATION

**YORK**

**Castle Garage**  
(York) Ltd.

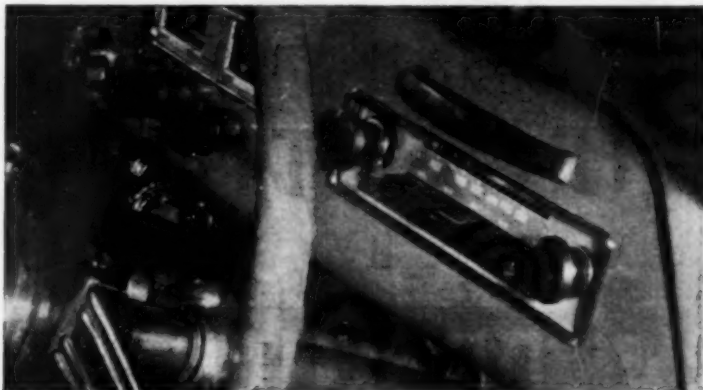
1, Tower Street, York

PHONE : 2800 and 53968

**AUSTIN**

MAIN DEALERS AND  
COMMERCIAL VEHICLE DISTRIBUTORS

## THE CAR RADIO FOR THE AUSTIN SOMERSET



Not only is "H.M.V." Car Radio exclusively fitted and recommended for the fine new Austin 'Somerset'; every Austin 'Somerset' leaves the factory with space and fixing points all ready for its installation by Smiths Radiomobile Accredited Dealers. Or you can order your 'Somerset' for delivery with "H.M.V." Car Radio factory-fitted. Either way it is an integral part of the car—and an integral part of your pleasure in driving it.

### "HIS MASTER'S VOICE" CAR RADIO

MARKETED BY

**SMITHS RADIOMOBILE**

BRITAIN'S AUTOMOBILE RADIO SPECIALISTS

S. SMITH & SONS (RADIOMOBILE) LIMITED, 179-185 GREAT PORTLAND STREET, LONDON, W.1

*Austin*

AGAIN USE  
**DIECASTINGS**  
BY



A SUBSIDIARY OF BARTON & SONS, LTD.

*Specialists in*  
SAND AND GRAVITY  
DIECASTINGS  
FOR 30 YEARS

ON WAR OFFICE,  
ADMIRALTY AND  
OTHER GOVERNMENT  
LISTS.  
PART I. A.I.D. APPROVED

**AMINGTON ROAD, HAY MILLS,  
BIRMINGHAM 25**

Telephone:  
ACOCKS GREEN 1158-9

Telegrams:  
ACOCKS GREEN 1158-9





"A SOUND FOUNDATION IS THE  
ESSENCE OF GOOD BUILDING"

---

ATLAS WORKS, NETHERTON, DUDLEY, WORCS.

DUDLEY 2587

---

A SUBSIDIARY OF BARTON & SONS, LTD.

*Cooled by* **COV RAD**

IN COMMON WITH ALL AUSTIN CARS



THE NEW  
**AUSTIN**  
*"Somerset"*



**COVENTRY RADIATOR & PRESSWORK CO. LTD.**

HEAD OFFICE:

CANLEY WORKS  
**COVENTRY**

TELEPHONE COVENTRY 2044 (7 LINES)

TELEGRAMS "COVRADCO" COVENTRY

**AE** *the new*

**AUSTIN A.40 Somerset**  
*on the road to success*  
*fits....*

**GIRLING**  
*Hydraulic Brakes*

*as a matter of course*

**GIRLING**

THE BEST BRAKES IN THE WORLD



**—ARE WAY OUT AHEAD—** →

GIRLING LTD  
KINGS ROAD · TYSELEY  
BIRMINGHAM 11

use



Diecastings as strong as steel—



The  
*Austin*

A 40

SOMERSET

Does

**ALUMINIUM BRONZE CO., LTD.**

Wallows Lane · Walsall · Staffs.

Telephone WALSALL 2108 (3 lines)  
Telegrams "ABCO · WALSALL"

# AUSTIN...



THE AUSTIN A40 SOMERSET

... you can depend on it—

fit **TERRY'S**

aero quality valve springs

for **DEPENDABILITY**



HERBERT TERRY & SONS LIMITED • REDDITCH • ENGLAND



THE DEPENDABILITY OF

*Austin*

PRODUCTS IS ENHANCED BY

THE DISCRIMINATE USE OF

**MEEHANITE**

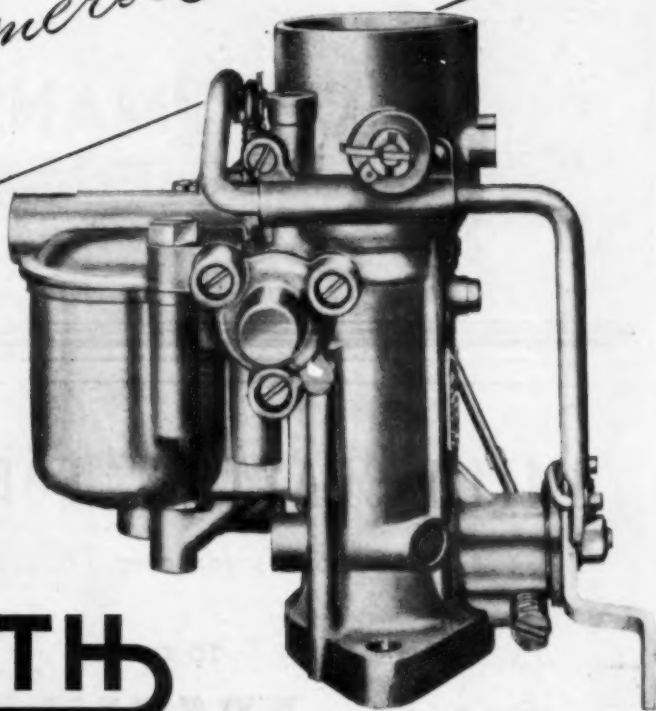
CASTINGS MADE BY

**ASHMORE, BENSON, PEASE & CO**  
PARKFIELD WORKS  
STOCKTON-ON-TEES



# AUSTIN A40

*Somerset Saloon*



FITTED  
WITH THE  
**ZENITH**  
CARBURETTER

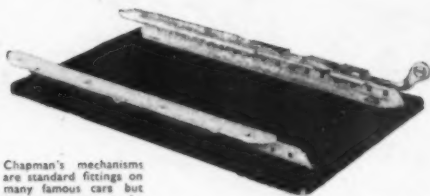
*for MORE Power from LESS Petrol*

For smooth performance at all speeds, the new Austin is fitted with the Zenith VIG Carburetter which, with its diaphragm economy device and pump, ensures minimum petrol consumption and rapid acceleration.

**ZENITH**  
THE HEART OF A  
GOOD ENGINE

THE ZENITH CARBURETTER CO., LTD., HONEYPOT LANE, STANMORE, MIDDLESEX

## Selected for the 'SOMERSET' SEATS



Chapman's mechanisms are standard fittings on many famous cars but separate sets can be obtained from Motor Factors and Traders.

Another fine model to the famous Austin range. Austins have decided to continue the "Leveroll" Mk.5, a patented mechanism which has given such good service. It allows the seat to be easily eased forward or backward to suit the occupant's preference and locks in the desired position.

# CHAPMANS



HEADQUARTERS FOR ADJUSTABLE SEATING

A. W. CHAPMAN LTD.  
TELEPHONE: RENOWN 1372

RANELAGH GARDENS • FULHAM • LONDON, S.W.6  
TELEGRAMS: LEVEROLL, WESPHONE, LONDON

## SMITH-CLAYTON FORGE LTD

*Suppliers for over 20 years*

TO THE

# AUSTIN

MOTOR CO. LTD

OF **CRANKSHAFTS** AND OTHER MAJOR COMPONENTS

# TOWER WORKS

# LINCOLN

# Tecalemit

## SALUTES THE NEW AUSTIN A40 SOMERSET SALOON

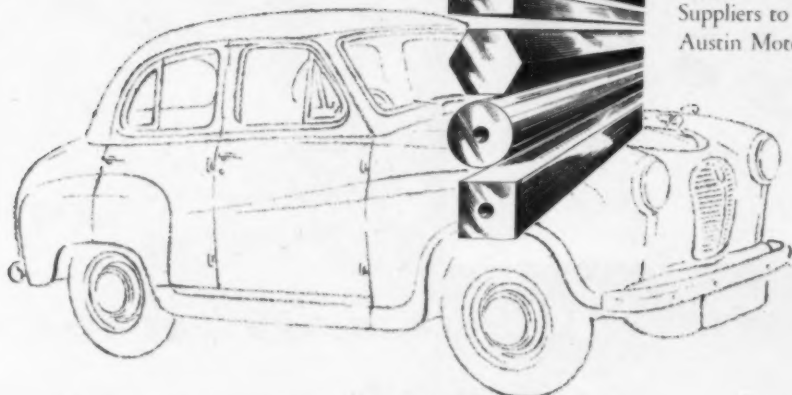


Co-operating with Austin in the lubrication equipment of the new A40 Somerset saloon has given us a great deal of pleasure. This outstanding car with its elegant lines and many new features, will bring even more renown to the name of Austin.

We are proud to add the A40 Somerset to the range of fine British cars that have Tecalemit lubrication as standard equipment.

# Dunelt STEELS

Manufacturers of  
specially selected  
ALLOY AND SPECIAL  
CARBON STEELS  
for Automobile and other  
purposes.  
Suppliers to the  
Austin Motor Co. Ltd



**DUNFORD & ELLIOTT (SHEFFIELD) LIMITED.**

Head Office: Attercliffe Wharf Works, Sheffield, 9.

Telephone: 41121 (5 lines). Telegrams: "Blooms, Sheffield 9." Also at London and Birmingham.

## CARY QUALITY SPRINGS

FOR THE NEW AUSTIN A 40 - SOMERSET

- ★ LAMINATED SPRINGS
- ★ COIL SPRINGS
- ★ STABILIZERS



SPRING MAKERS SINCE 1848

**WILLIAM E. CARY LTD**

RED BANK, MANCHESTER 4

Telephone: BLACKfriars 5691/6

Telegrams: "Carybank" Manchester

ALSO AT SALFORD, GLASGOW, LONDON, & COVENTRY





**ARMSTRONG**

**SHOCK ABSORBERS**

*Are standard on the NEW*

*Austin*

**A.40**

**SOMERSET**

**ARMSTRONG'S PATENTS CO. LTD.**  
BEVERLEY YORKS

# **VOWLES ALUMINIUM FOUNDRY CO.**

LTD.

Manufacturers of

**DIE CASTINGS IN ALUMINIUM & ALUMINIUM BRONZE**

for the new

## **AUSTIN A40**

**BANK ST., WEST BROMWICH, STAFFORDSHIRE**

Tel.: STONECROSS 2168 & 2315

'Grams: VOWAL

**BRIGHT STEEL BARS**

**AND**

**BRIGHT STEEL STRIP**

**IN A WIDE RANGE OF SIZES & QUALITIES**

## **W. WESSON & CO., LTD.**

VICTORIA STEELWORKS

MOXLEY, NR. WEDNESBURY

TELEPHONE: WEDNESBURY 0251-2-3

TELEGRAMS: 'IRON' WEDNESBURY

# WELLWORTHY

PISTONS & RINGS

were chosen for the new A40 Somerset



WELLWORTHY PISTONS & RINGS

are fitted as standard equipment in

EVERY AUSTIN CAR



*"The Choice of the Expert"*

WELLWORTHY PISTON RINGS LTD · LYMINGTON · HANTS

# EXHAUST SILENCERS

FOR THE AUSTIN MOTOR CO LTD

AS FOR ALL  
DISCRIMINATING  
MANUFACTURERS  
OF GOOD  
MOTOR CARS



ARE MANUFACTURED BY

**CHESWICK & WRIGHT LTD**  
PRESTON NEW ROAD ————— BLACKPOOL

PHONE: MARTON 660-1-2-3

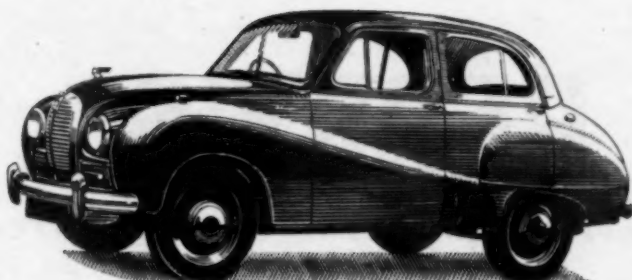
COVENTRY: 9 QUEENS ROAD ————— PHONE: 5038-9



supply

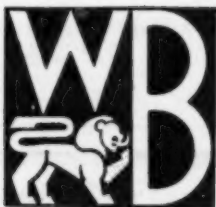
light alloy castings for **AUSTIN**  
cars and make the gear box and  
differential castings for the new  
**SOMERSET**

PERRY BARR METAL COMPANY LTD OSCOTT WORKS GREAT BARR BIRMINGHAM-22a TEL: ST. BARR 1794-5-6



**The new AUSTIN A40 'SOMERSET'**

incorporates



<i>Bumpers &amp; Over-riders</i>	<i>Steering Wheel</i>
<i>Door Locks &amp; Strikers</i>	<i>Inside &amp; Outside Door Handles</i>
<i>Window Winders &amp; Channels</i>	<i>Window Winder Handles</i>
<i>Handle Escutcheons</i>	<i>Trunk Lock &amp; Handle</i>
<i>Radiator &amp; Side Grilles</i>	<i>Bonnet Lock with Flying 'A'</i>
<i>Ignition Lock</i>	<i>Roof Lamp</i>
<i>Ash Trays</i>	<i>Sun Visors</i>
<i>Petrol Filler Cap</i>	<i>Nameplates</i>
<i>Trunk Lid Hinge</i>	<i>Door Checks</i>

**WILMOT BREEDEN**  
LIMITED

**Britain's Leading Manufacturers of Motor Vehicle Components and Accessories**

BIRMINGHAM · LONDON · BRISTOL · MANCHESTER · GLASGOW



**FOR THE NEW AUSTIN A.40**

# **BERRY'S**

**WERE AN OBVIOUS CHOICE FOR THE LAMINATED REAR**

# **SPRINGS**

**RICHARD BERRY & SON***Vehicle Suspension Specialists*

MAFeking ROAD • SMETHWICK • STAFFS

ONE OF THE **BROCKHOUSE** COMPANIES

## **THOMAS PITTAWAY & SONS** *Limited*

*Manufacturers of:***BOLTS and NUTS, RIVETS, FORGINGS***Contractors to:***H.M. GOVERNMENT, BRITISH RAILWAYS, ETC.**

o

*Telephone:* **BLACKHEATH 1137***Telegrams:* **PITTAWAY, BLACKHEATH, STAFFS.****BLACKHEATH**  
**NEAR BIRMINGHAM**



**PAINT-en route to LONGBRIDGE**

Pinchin Johnson have supplied paint to  
**Austin MOTOR CO., LTD.** for  
 over 25 years



# Pinchin Johnson & Company

4 CARLTON GARDENS, LONDON, S.W.1

TELEPHONE: TRAFalgar 5600

## PRINCIPAL P.J. BRANCHES AND STOCK DEPOTS:-

**BELFAST:** Dalton Buildings, Dalton Street  
 Belfast 58643

**BIRMINGHAM, 1:** King Edward's Place, Broad Street  
 Midland 1042-3-4

**BRIGHTON, 1:** 26 Elder Place  
 Brighton 23739

**BRISTOL, 1:** 37 Welsh Back  
 Bristol 20765

**GLASGOW:** Ocean Chambers, 190 West George Street  
 Douglas 3281-2



**LEEDS, 11:** 123 Water Lane  
 Leeds 24377

**LIVERPOOL, 20:** 72 Brewster Street  
 Liverpool, Bootle 2121

**MANCHESTER, 3:** 22 Bridge Street  
 Blackfriars 3800

**NEWCASTLE-ON-TYNE, 1:**  
 Pudding Chare Newcastle-on-Tyne 21919

**SOUTHAMPTON:** 41 Lower Canal Walk  
 Southampton 3648

# AUSTIN A.40 "Somerset"

**We are glad to have helped by  
supplying Remote Control Gear Shifts**

**AUSTER AIRCRAFT LTD  
REARSBY AERODROME  
LEICESTER**

**Suppliers of High Quality precision assemblies to the  
Motor and Aircraft Industries**



## KYFFIN

patented

## SILENCER



silence with minimum power loss

Supplied to the  
**AUSTIN MOTOR  
CO LTD** for the

**NEW AUSTIN A.40  
SOMERSET**

and selected for the

**AUSTIN A.30 SEVEN**

Also fitted to other fine cars  
**CAR MANUFACTURERS ONLY SUPPLIED**

Manufactured by

**FIVE WAYS ENGINEERING CO.**

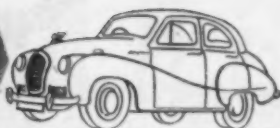
Head Office:  
Nelson, Cheshire. Phone 282

Works:  
Nelson & Birkenhead

IF IT'S AN **AUSTIN**

CERTAIN COMPONENTS

ARE SURE TO BE . . .



## SMETHWICK DROP FORGINGS

Selected for incorporation into the A40 Somerset because they know that

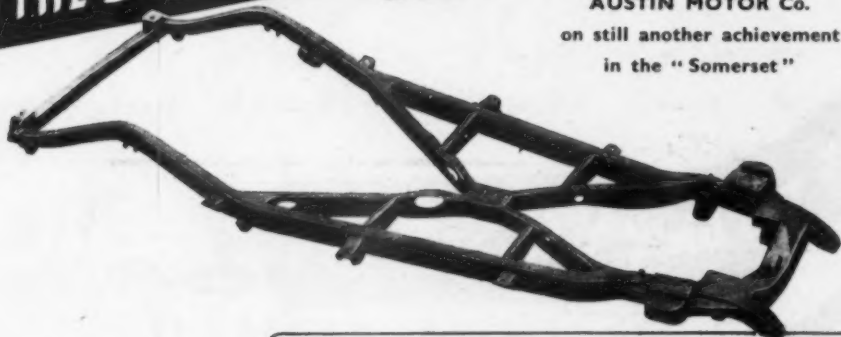
- the raw stock is heat-treated and forged under controlled conditions
- dimensional accuracy and scale-free finish are assured



SMETHWICK DROP FORGINGS LTD • SMETHWICK, AND KIDDERMINSTER • ENGLAND

**THE BASIS OF IT ALL!**

With Congratulations to the  
AUSTIN MOTOR Co.  
on still another achievement  
in the "Somerset"



## CHASSIS FRAMES



The PROJECTILE & ENGINEERING COMPANY  
LIMITED

ACRE STREET, BATTERSEA, S.W.8 Telephone: MACaulay 1212

## SILENCED BY BURGESS



*Photographed by courtesy of the Austin Motor Company Ltd.*

The Austin A40 "Somerset" (as are most other Austin models) is fitted with a BURGESS Exhaust Silencer

MANUFACTURED BY BURGESS PRODUCTS CO. LTD., (SILENCER DIVISION) HINCKLEY

LEICESTERSHIRE



# JESSOP- SAVILLE

SPECIAL STEELS CONTRIBUTE TO  
THE PERFECTION OF THE AUSTIN

VALVE STEELS  
H18 & H29

AM4 NICKEL  
FOR FORGINGS  
AND STAMPINGS

HIGH SPEED STEEL  
TOOL BITS  
TRIUMPH SUPPLY 1950



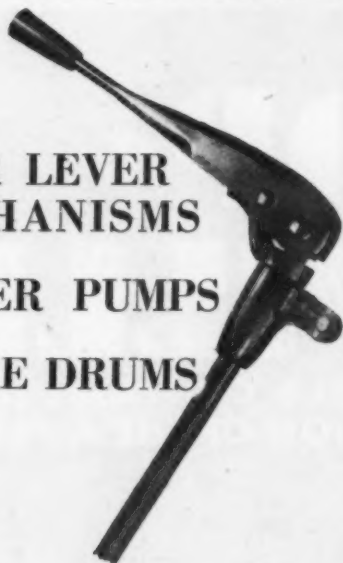
Wm JESSOP & SONS LTD J J SAVILLE & CO LTD  
BRIGHTSIDE WORKS • SHEFFIELD TRIUMPH WORKS • SHEFFIELD



★  
**GEAR LEVER  
MECHANISMS**

★  
**WATER PUMPS**

★  
**BRAKE DRUMS**



*PRECISION ENGINEERING*

**CONCENTRIC  
MANUFACTURING  
COMPANY  
LIMITED**

**TYBURN ROAD, BIRMINGHAM**

Telephone: EAST 2081-2-3-4-5

## LANGITE

Oil and Petrol

Resisting Jointing is used  
on the new

**Austin  
A 40 Somerset**  
and also on other models

*The best of all  
resilient hot oil jointings*

CORK MANUFACTURING COMPANY, LIMITED  
SOUTH CHINGFORD, LONDON, E.4  
Silverthorn 2666 (Associated with Flaxo Plywood Industries Ltd.)

## W-G ELECTRICAL WELDING & ENGINEERING CO. LTD.

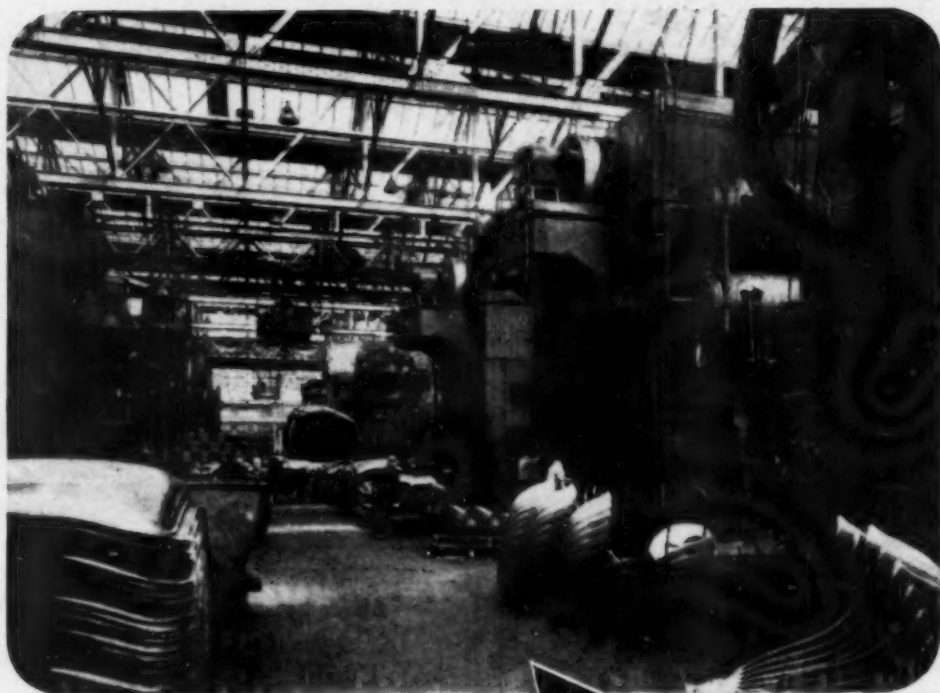
ELECTRICALLY WELDED RINGS · WELDLESS RINGS  
CONTRACT WORK FOR ELECTRICAL WELDING

**STARTER RING FORGING MANUFACTURERS**

*for* AUSTIN, MORRIS,  
HUMBER,  
STANDARD, ETC.

MAYPOLE FIELDS  
**CRADLEY**  
STAFFS.

Telephone: CRADLEY HEATH 69085



The Fisher and Ludlow organisation has a group of the most modern factories, covering over two million square feet, equipped with up-to-date press plant capable of large-scale production.

For many years the major part of our productive capacity has been devoted to the manufacture of car bodies and general work for the motor industry. Our technical department is always ready to investigate and advise on all sheet metal problems, and would be pleased to place their experience at your disposal.

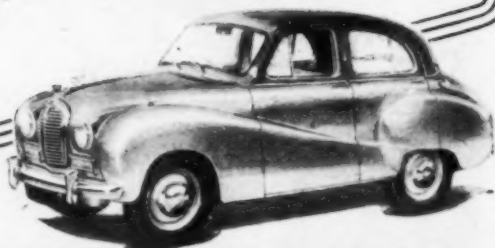
*Specialists in  
Motor Car Bodies  
and Pressings*

*Established  
1850*

**FISHER & LUDLOW LIMITED**

ALBION WORKS • KINGSBURY ROAD  
**BIRMINGHAM 24**

**TELEFLEX PRODUCTS, LTD.**, suppliers of Mechanical Remote Selector and Rear Window Controls to the Austin Motor Company, Ltd., are proud to associate themselves with the new Austin "Somerset", for which they have supplied the Gear Selector Control.



**TELEFLEX PRODUCTS LTD · CHADWELL HEATH · ESSEX**

TELEPHONE: SEVEN KINGS 5771 (7 lines)

*We are proud  
to be suppliers  
to the*

**AUSTIN**

*Motor Co. Ltd*

**COOPERS**

MECHANICAL JOINTS LTD.

14 LIVERPOOL ROAD, SLOUGH, BUCKS.  
TELEPHONE: 227211 · CABLE: 227211 · WDA

**THE NEW AUSTIN**  
**A 40**  
**"SOMERSET"**



is fitted with and relies on **"EATONIA"**

water-cooled Phosphor Bronze Bushes

Suppliers to The Austin Motor Co. Ltd. for 38 years

**Y.E.S. Ltd**

**PHOSPHOR BRONZE & GUNMETAL**

Sole  
Producers and  
Suppliers:


**Bearings  
& Bushes**


**YORKSHIRE ENGINEERING SUPPLIES LIMITED**

"EATONIA" BRONZE FOUNDRIES - LEEDS, 12

Telephones: 38234-38291

Telegrams: "Yes, Leeds, 12"





**The motor car  
industry  
needs**

**THE TEMPERED SPRING  
COMPANY LIMITED**



**SHEFFIELD**

Constant calls for progress in design and still greater efficiency to keep abreast of new ideas, new materials and machines—these, as well as standard spring requirements for the motor industry are answered by the products of The Tempered Spring Company. We are proud to be associated with the Austin Motor Company Limited.



For the new  
A40 'Somerset'

# AUSTIN again choose AC COMPONENTS

Once again, Austin designers count on sturdy AC components to help maintain Austin standards of fine performance coupled with complete reliability.



Type ARI

## AC Oil Filter

dirt-proofs engine oil

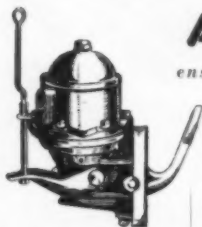
Safeguards moving parts, reduces wear and increases efficiency by filtering out harmful matter from lubricating oil.



## AC Air Cleaner

protects the engine

For complete intake air filtration. Oil bath air cleaner traps dust particles: silencing chambers deaden noise.



## AC Fuel Pump

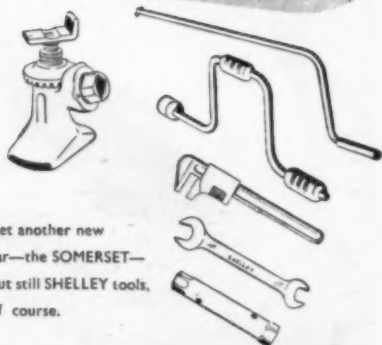
ensures constant fuel flow

Operates from engine camshaft; uses no current; gives silent, trouble-free service under all conditions.

# AC

SPHINX SPARK PLUG CO.,  
DIVISION OF GENERAL MOTORS LTD.,  
DUNSTABLE, BEDS.

## TOOLS FOR THE AUSTIN MOTORIST



Yet another new car—the SOMERSET—but still SHELLEY tools, of course.

# R.T. Shelley

LIMITED

ASTON BROOK ST. BIRMINGHAM 6



The accelerator "through the boards," pitting his skill against all comers in competition driving "Sammy" Davis, author and international racing and trials driver, is in his element. These fast, exciting books offer you the seat beside the driver, to share in the thrills, spills, triumphs and disappointments of high-speed sports motoring.

## A RACING MOTORIST

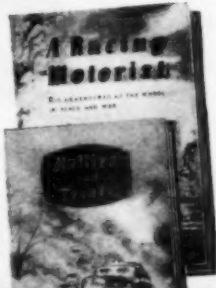
By S. C. H. Davis of "The Autocar"  
An exciting book of speed and thrills in which the author has matched his narrative to the speed of the events he describes. 10s 6d. net. By post 11s.

## RALLIES AND TRIALS

By S. C. H. Davis of "The Autocar"  
Describes the author's experiences in Rallies and trials in all parts of Britain and the continent. 15s. net. By post 15s. 7d.

From all bookstellers or from :—

ILIFFE & SONS LTD. DORSET HOUSE, STAMFORD ST. LONDON. SE1





The new AUSTIN A40

*Somerset*

is fitted with

**VANDERVELL**

**THIN WALL BEARINGS**

THIS MARK ON ALL



VANDERVELL PRODUCTS

VANDERVELL PRODUCTS LTD • WESTERN AVENUE • PARK ROYAL • LONDON, W.3

DEPENDABLE ACCESSORIES FOR ANOTHER  
DEPENDABLE AUSTIN



SMITHS make the speedometer, the fuel gauge, the oil-pressure gauge and the water thermometer; that is their instrumental part. They also make the thermostat, the jacking system, and the Petroflex flexible piping; and when a car heater (an optional extra) is fitted on the Somerset, it's a Smiths car heater, too.

Smiths are proud to provide dependable accessories for every dependable Austin.

in the  
AUSTIN  
SOMERSET



**SMITHS**

Trade Mark of S. Smith & Sons (England) Ltd.

**SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2**  
*The Motor Accessory Division of S. Smith & Sons (England) Limited*

EDITOR

H. S. LINFIELD

MIDLAND EDITOR

A. G. DOUGLAS CLEASE,  
B.Sc., A.M.I.Mech.E.

CONSULTING AND  
TECHNICAL EDITOR

MONTAGUE TOMBS

ASSISTANT EDITOR

MICHAEL BROWN

Editorial, Advertising and  
Publishing Offices:

DORSET HOUSE,  
STAMFORD STREET,  
LONDON, S.E.1.

Telegrams: Autocars, Sedist, London.  
Telephone: Waterloo 3333 (40 lines).

BRANCH OFFICES:

COVENTRY

8-10, Corporation Street.  
Telegrams: Autocar, Coventry  
Telephone: Coventry 5210.

BIRMINGHAM, 2.

King Edward House, New Street.  
Telegrams: Autopress, Birmingham.  
Telephone: Midland 7191 (7 lines).

MANCHESTER, 3

260, Deansgate.  
Telegrams: Iliffa, Manchester.  
Telephone: Blackfriars 4412 (3 lines).  
Deansgate 3595 (2 lines).

GLASGOW, C.2

24b, Renfield Street.  
Telegrams: Iliffa, Glasgow.  
Telephone: Central 1265-4 (2 lines).

ANNUAL SUBSCRIPTION

Home and Overseas: £3 5s. Od.  
Canada and U.S.A.: \$10.

(At present subscriptions can be  
accepted only for overseas).

In This Issue

Lubrication Developments	150
Disconnected Jottings	154
NEW CARS DESCRIBED:	
Austin A.40 Somerset	157
ROAD TEST: Nash Rambler Station Wagon	161
Northumberland Saga	164
Monte Carlo Rally: Photographic	168
Final Events	180
Accessories	170
I'm a motorist—or am I?	171
Bugatti Revival	173
Correspondence	176
Weekend Trials	183
The Sport	184

# The Autocar

FOUNDED 1895

No. 2932

FRIDAY, FEBRUARY 8, 1952

Vol. XCVII

## George VI

IN company with a dismayed nation, motorists learned on Wednesday morning of this week of the sudden death of their beloved King George VI. The tragedy that lay in the announcement was intensified by the belief that the King had made a promising recovery from his recent serious illness, and by the fact that George VI had reigned during a period when the nation had undergone unprecedented trials. During those trials, and particularly when they took the form of physical attack from the air by the enemy, His Majesty set a standard of bravery in conduct and resolution in adversity that inspired his people the world over.

King George VI, in keeping with the tradition of British monarchy, had shown a great interest in the advances of the era during which he lived, and had, perhaps, displayed a special interest in the motor car. He was the Patron of the Royal Automobile Club, and was a confirmed user of the car for both official and unofficial journeys. An early interest in high-speed motoring, which led to his presence at Brooklands in the heyday of the famous track, was recalled by his attendance, along with other members of the Royal Family, at Silverstone for the Grand Prix d'Europe race in 1950. He shared with motorists, in fact, the fascination that is exercised by all intricate mechanical devices—motor cycles, motor boats, aircraft and locomotives—and evidence of this, which he constantly displayed, was one of the many endearing attributes of a well-loved sovereign.

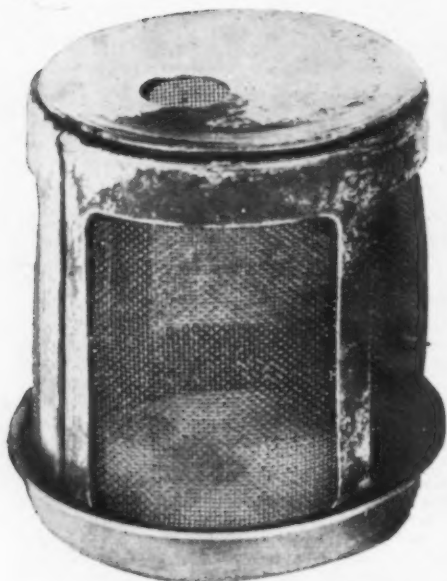
This journal joins its readers in the deep sympathy that they feel with the bereaved Royal Family. There is not much that can be said to assuage family grief and it is a matter of distress that this should be so. None the less some comfort may be derived from the knowledge that, all over the world, the Crown's subjects mourn a beloved king, and feel towards those on whom his death thrusts vast new responsibilities the understanding and support which, at this moment, they so sorely need.

## Bedrock?

IT is unfortunate that the immediate measures to overcome the fresh payments crisis should have to be mainly negative, and that their positive complement must await Budget Day, for the effect of the Chancellor's recent speech was depressing in the extreme for British motorists; 60,000 cars for the home market, foreign allowance reduced to £25, and petrol rationing considered, obviously, but mercifully withheld. If nothing more positive than these transpires, such proposals must be condemned as treating symptoms instead of the disease. The finest definition of inflation is too much money chasing too few goods, and the prescribed remedy is not reducing the goods but the money which is chasing them, in order to stimulate production.

As it is, the cuts must, of course, be faced with stoicism, although politicians still appear to think of a car in the garage as comparable with a yacht at Cannes. Individual transport has ceased to be this, having long been a means of economic efficiency; but perhaps motoring is the only non-union stronghold left to be assailed. However, the stoicism is tempered by the hope that the nation is now at bedrock, and that the measures contemplated in the early Budget will have the effect of rewarding hard work, penalizing inefficiency, and making it well worth while to earn money by providing desirable goods on which it can be spent—and in that last proviso the car must rank high, if not highest, amongst the earthly possessions that are widely coveted.

The reduction in Continental holiday allowances is a stringent one, but it is a challenge to the ingenuity of the British motorist in cutting his coat according to his cloth. The enterprising spirits will still go abroad, over unbelievable distances. And if once this country can climb back to prosperity, and to unlimited currency allowances, the motoring story of the future is likely to begin: "Do you realize, young man, that in 1952 I went to the Straits of Messina on a mere £25?"



Filter differences between straight oil usage (right) and heavy duty oils in conditions favourable to the formation of mayonnaise-type sludge. The detergents in the h.d. oil have prevented the formation.

## Lubrication Developments

ADDITIVES AND THEIR FUNCTIONS : PROGRESS IN  
SYNTHETIC OILS : PHILOSOPHY OF THINNING DOWN

**E**NTERPRISING attempts are frequently made to launch a new oil in the plush and ginger-pop manner associated with new car models, but it cannot be said that success is invariably recorded by the hard-working organizers. The reason lies mainly in the fact that visible evidence of oily virtues is mostly statistical, graphical, or metallic in the form of unscored bearings after x miles. In the laboratories of the oil companies such evidence holds the stimulus to excitement, but it is difficult to transfer that excitement to the motorist, in spite of his pronounced predilections for favourite oil brands. Yet it is important that

longer use a straight oil for lubrication; their sumps contain additives.

The name is self-explanatory, but for the nature of additives an up-to-date source is available in the volume *Motor Oils and Engine Lubrication*, a first-class text-book by Carl W. Georgi, who is the technical director of the Research Laboratories of the Quaker State Oil Refining Co. of America. The book is published in this country by Doubleday at £3 8s, but it is American in origin, and it is, perhaps, as well to advise those who might wish to buy a copy that it should be examined first, for it is no primer for beginners.

Georgi lists the additives as follows: Inhibitors, detergent-dispersants, pour depressants, viscosity index improvers, anti-foam agents, rusting inhibitors, oiliness and film strength agents, and dyes. Inhibitors slow down the oxidation process to which all hydrocarbon oils are subject, and it will be sufficient if the motorist regards all the chemically complex products of oxidation as harmful. Detergents prevent harmful deposits in oil settling out on to convenient surfaces, and Georgi would prefer that they were called dispersants, and as a result coins the double-barrelled term. Pour depressants lower the temperature at which an oil will still pour, a very useful function because pour points are quite high, even after some refining has taken place to lower them (in some cases from 60 to 100 deg F down to 0 to 30 deg F). Refining further for a pour point below zero becomes drastic and expensive.

"Viscosity index improvers" is a difficult one to explain simply. The viscosity index figure of an oil is a measure of its ability to retain "body" at high temperatures, and is one

by **Michael Brown**

the motorist should know what is happening in the oil world, for the oil in his engine is the one thing that stands between him and the consignment of his vehicle to the scrapyard in advance of its time.

Time . . . the running hours of the engine from pristine newness to ultimate collapse. In these days any extension of these hours must be eagerly sought, and the motorist who seeks diligently may be encouraged by the thought that, on the supply side of the fence, the oil companies are engaged in a parallel search. Let their side be surveyed first.

The most important recent development in oil has originated in the United States and come this way through the medium of the diesel engine, because few diesel engines any



of an oil's most important qualities in internal combustion contexts. Anti-foam agents are self-explanatory, as are rusting inhibitors, and agents for oiliness and film strength are readily comprehended; oiliness is . . . well, oiliness, and film strength is what keeps an unbroken film of oil between the big-end bearing shell and the crankshaft bearing within it. Dyes are the least of the additives to earn respect, for they are merely deceivers of the consumer eye that is distressed by an ugly colour on the dipstick.

With rare and welcome simplicity it is possible to go straight to the point in discussing the purposes of these as a bunch. They prolong engine life and promote efficiency. But that does not mean that if we add additives to the sump, like a glutton sampling all the sauces, our engines will never wear out. Very far from it. The motorist let loose with the additive bottles could reduce his engine to a very messy chemical laboratory, and as a result he is most unlikely to be given the opportunity to handle additives himself. What happens is that the oil companies produce the additives and supply them to the blenders, or blend them into their own products, and the consumer gets the benefit without knowing it unless he is of an enquiring mind.

### Engine Life

The interesting aspect of the situation is the difference of opinion as to how far additives should be applied to engine oil (they are often used in other oils, such as gear box and back axle). The first argument against their use is the old axiom that something is never got for nothing. While oil oxidizes, the additives are also subject to chemical change—they may, to quote a simple case, "ash out" of that oil which reaches the combustion chamber—and the oil chemist is left to deal with yet another by-product. But more important is the argument that may be summed up by saying that the oil chemists are straining for gnats while the car user is swallowing the camel of inefficient design. The use of additives in diesel engines illustrates this point perfectly. At mileages at which the car owner has suffered a rebore, the diesel operator merely changes his piston rings, and that in spite of an engine usage that is hard—continual idling, as in public service vehicles, for instance—and that may be irresponsible (as with paid drivers who permit long periods of labouring—"lugging" under overload—rather than bother to change gear). It is not unusual for a diesel engine to have a working life of half a million miles.

There are many factors that contribute to this, but a major one is certainly that the design of such engines is excellent and that the workmanship that goes into them reaches high standards—for which, of course, the operator pays. Such engines are designed for maximum mileage and, as a result, the addition of extra miles is not easily come by. By using additives, the oil companies may be able to lengthen that

## EDUCATION WITHOUT INTIMIDATION

For those who would like a more precise understanding of oil terminology the glossary below will prove helpful; it is not, however, necessary to the appreciation of the points made in the article on these pages.

**Additives:** Fractional chemical additions to the base liquid, each having a specific function.

**Inhibitors:** Additives whose function is prevention of certain harmful conditions.

**Detergents:** Strictly cleansers (c.f. household detergents). In oil parlance, additives which hold solids in colloidal dispersion in the oil, and are therefore better termed **dispersants**.

**Pour Point:** The temperature above which an oil behaves as a liquid. Below this temperature, oils become stiff owing to partial separation of paraffin waxes or to the congealing of hydrocarbons. Hence **Pour Depressant**, an additive which lowers the pour point.

**Viscosity:** Internal or fluid friction of an oil; its resistance to flow. May be determined at any temperature by several standard methods (viz., Redwood, Saybolt, Kinematic). A classification of crankcase oils, in terms of viscosity only, results in the **S.A.E. Rating** (initials stand for the American Society of Automotive Engineers).

**Hydrocarbon Oils:** Loosely, mineral oils as opposed to vegetable oils. Petroleum oils are complex mixtures of hydrocarbon compounds.

**Oxidation:** Chemical combination of a substance with oxygen, a process that goes on naturally in many examples owing to the oxygen in the air. Rusting, for instance, is the oxidation of iron.

**Sludge:** Generic term for the deposits that arise in oil. There are three types of sludge. (i) Hard lumps, coke-like; (ii) Grainy sludge, commonly called "coffee grounds," (iii) Soft, paste-like sludge. Engine sludges consist of about one third to one half oil, the balance being water, soot, carbon, lead salts, iron, silica and "resins." All these, except the "resins," derive from the blow-by of combustion products past the pistons and into the crankcase. "Water," says Georgi, "may be considered as the most objectionable contaminant of crankcase oil and is the chief cause of sludge formation."

**Varnish:** The common term for the "resins" mentioned above. These "resins" are oxidized hydrocarbons of a sticky, varnish-like nature. They act as binders to coagulate oil contaminants into sludge deposits.



life span cheaply, and it becomes well worth it. No one, in diesel design, is "lugging" in the race for longest life.

The same cannot be said for car i.c. engines. Certain well-known examples are built to the same principles, and the public again pays for the privilege of owning them. But the average car engine is built for a working life that is about right for the car as a whole, and there is certainly an argument against extending that life beyond its normal span. The argument is sometimes seen in the form of decaying bodies that ought never to be on the road if Construction and Use means anything, sometimes in the form of styling that seem to have strayed from a V.S.C.C. meeting. Other instances spring readily to mind. The argument then runs that it is not worth while to extend engine life by a few thousand miles by the use of additives when there are simpler ways of doing so (in other than oily hands, as it were).

This argument may be carried even further by reverting

A remarkably clean piston from a diesel engine which has run for 1,400 hours on heavy duty oils (specially developed oils, containing detergents, for high speed diesel and petrol engines working under severe conditions).

## Lubrication Developments . . . . . continued

to the greater use of additives in the U.S.A. Their adoption, might say the cynic, is a *result* of inefficient design, and the student may look round the typical U.S. power unit for a part where, shall we say, ventilation and lubrication are not particularly well catered for, with the result that the varnish and sludge products of oil oxidation find an easy lodgment. If the eye comes to rest somewhere in the neighbourhood of hydraulic valve lifters it is not surprising. In other words, excessive localized formation of deposits may demand an inhibitor; but the deposits are there because the design of the component is not perfect.

Perhaps those who advance this thesis might fairly be asked to be specific about design in general. In that case the crucial factor in engine life must be pin-pointed. It is the cylinder wall in the neighbourhood of the top ring, and the top ring itself, and the malevolent factor in the wear at this point is the blow-by from the combustion chamber. There comes the point when this wear becomes too expensive and the engine is scrapped. Now certainly there are additives that will reduce the effects of blow-by, but everyone knows that there are many other things that can be done, more simply and at an earlier stage, to reduce bore wear. Chromium plating the top ring, for instance, is cheap and simple. Fitting modern ingeniously shaped rings to promote the lubrication of the top end of the bore is another; finer limits in cylinder block and head manufacture are a third; it is generally appreciated that tightening

down the head nuts, even correctly, is quite able to distort the bore?

But if it is accepted that sufficient for the engine is the mileage thereof then there is no need to worry about these things; what is by no means readily acceptable is that today's economic conditions should permit such a frame of mind. In times of scarcity goods must be durable, and a new frame of mind may become necessary. On the other hand, it must be realized that improvements would have to be paid for, and that at a time when prices are already too high.

The non-additive-minded oil man will continue with filtration, of both oil and air. "Modern oils," he will aver, "are capable of doing everything that is required of them if they are treated properly." And then he will attack the present methods of filtering, particularly of air, because the contaminants in the atmosphere are drawn into the combustion chamber and, by erosion, greatly help those corroding blow-by products that are another cause of wear. It is educative to read how much damage small concentrations of water can do in an engine, and yet we regard water as one of the less harmful liquids.

The aircraft engine helps to illustrate the filtering point. Up in the air there is no road dust and this is one of the reasons why oil is not drained and changed on an aircraft which operates on long distances over oceans. There are others, of course; good operating speeds and temperatures, and a quick changeover of oil. But pure air is significant.

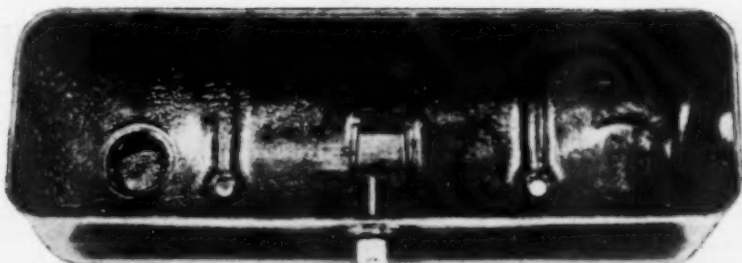
Ventilation is another weak spot. In general, engines run too cool and oil too hot, and the harmful fumes are ill-disposed of by contemporary methods of crankcase ventilation. Moreover, when the engine is too cold—just after starting or when idling before properly warming up—crankcase ventilation is most needed. But this is precisely the time when road-draught breathers, and breathers operated by the depression in the intake manifold, are, virtually speaking, out of commission, because they require high road speeds or engine speeds for good scavenging.

By this time the owner begins to feel that there is a lesson for him in all this. There certainly is. The average car is driven in the worst possible way for adequate lubrication. The pottering owner, running five miles to the town for shopping, is prone to say, when passed by a car whose driver is changing from third to top at 55 m.p.h. "That car won't last long at that rate." Actually, provided the fast driver is an intelligent fast driver, his machine is going to last much longer than that of the potterer. Nothing suits the cause of longevity more than long, fast journeys, during which the engine gets properly warm, everything turns rapidly, and sudden increases or decreases of stress within the mechanism are minimized. Cautionarily, that does not mean that it is good to drive all the time on the verge of valve bounce.

The lesson also extends to oil changes. Obviously, if sludge and varnish are forming all the time within the oil, it is a good plan to throw it away frequently and to have a fresh sumful. It would be nice to think that owners were meticulous about this, but many are not. Of what use to supply additives to a motorist who "doesn't believe in all this oil change business"?



Big-end journal from the engine whose piston is shown in the illustration on the previous page. Here also the cleanliness is notable after 1,400 hours.



Rocker box comparison. The upper illustration is the result after the use of h.d. oil, and the lower one is after a comparable usage of ordinary straight oil.



There will, it seems, be a certain addition of additives to oils; already engine oil contains some, and the proportion is likely to grow. But there is unlikely to be an onset of that rush of additive to the head which results in the view that the extras are more important than the base, although there seems some danger of that happening in gadget-minded America. As an oil chemist recently put it: "It is very difficult to cite a case for a high admixture of additives—they enable engine designers and stylists to take liberties." The reference to stylists is particularly telling, for it is to them that contemporary inadequate oil cooling is often owed.

It is, however, easy to cite a case for synthetic oils—another contemporary development in the oil world—but not, be it said hastily, for car sump use *in toto*, although such are available in the U.S.A. However, the car user may well see the doping of his engine oil by, say, 10 per cent synthetic one day, and he should know a bit about these oils.

The term "synthetic" has come to have a derogatory meaning, but the cost of synthetic oils should dispel that. They are very expensive indeed, and they are a complicated bunch in the chemical sense, into whose molecular structure I have no intention of going. But certain types are showing themselves extremely useful in aircraft operating in arctic temperatures, owing to their high viscosity index figures,\* and some of them have other virtues by comparison with petroleum oils. They have pronounced drawbacks, too, but the net result is likely to be that eventually a proportion of synthetic oil will be blended with the petroleum oils used for engine lubrication in order to take advantage of specific virtues, notably in extreme climates or operating conditions.

There is not, nor will there be, a "battle" between synthetics and mineral oils, because, as Georgi says, the economics of the situation are one-sided. Petroleum crudes exist a-plenty, and petroleum-based oils are all that the best engines need. Germany and Japan experimented widely with synthetics during the war, for obvious reasons, and work goes on all the time in the research sense. It is a case of cashing in on synthetics where it is desirable.

\* Georgi's definition of viscosity index may well be quoted. It is, he says, a numerical value which indicates the relative resistance of a given oil to "thinning out with heat" or to "thickening up with cold," wherein low values indicate relatively poor resistance to viscosity change with temperature, while high values indicate optimum resistance.

Finally, thinner oils, a subject that must be approached with great caution at the moment. Where previously users in such places as Alaska and Canada were, in the winter, recommended to mix kerosene with their engine oil in order to thin it down, they have now been provided with oils of S.A.E. 10W and even 5W ratings. The figures are sufficient indication of their qualities when it is recalled that summer oil in Britain is S.A.E.30 and winter 20. Even at such low ratings, the oil companies have been able to supply the requisite qualities, and experience with such oils and their refining has led to a general feeling that thinner oils might well be used without detrimental results. On that the user is best advised to await recommendations and not to experiment.

### Pros and Cons

There are two obvious virtues to the suggestion. Easier starting would be obtained, particularly in winter, when the starter must overcome the increased viscosity of the oil as a result of the low temperature, and that with a battery that is impaired by the lowness of the mercury in the thermometer. Also, oil would more freely reach that crucial area of the cylinder wall, thus providing better lubrication between ring and wall and, at a stroke, lengthening engine life. In return, the owner would have to make the sacrifice of using more oil and paying for its replenishment.

This, it seems to the author at any rate, is wholly good. There is not all that amount of virtue in the engine that uses no oil; in fact, it might be suspect, because if no oil is reaching the combustion chamber, can we be sure that it is reaching the top ring? And can we be sure that the sump is not being topped up each morning by the draining of petrol down the cold cylinder walls? Finally, think again of the old axiom: You cannot get something for nothing—if you are going to extract the virtues from a pint of oil you must surely expect to pay the price in its consumption.

Thinner oils, by promoting ease of operation, should reduce fuel consumption, so that the money saved on the (tax-laden) swings of petrol might well be expended on the (comparatively tax-free) roundabouts of engine oil (thinner).

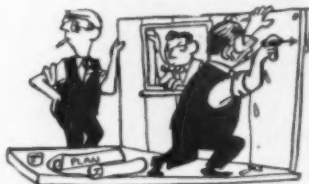
# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Sectional

ASSISTED, in turn, by two of my colleagues, I have erected the sectional garage, a most interesting task which teaches one the ingenuity of the design. My only criticism is that the makers tend to be a little rash in their assumption that no skill is needed in erection. Their claims can be substantiated by a man with a good deal of practical ability, but the average householder rarely comes up to that standard, and some resentment might be caused in the tyro who finds that his lack of experience with tools, if not a lack of the precise tools themselves, is making



Lack of experience.

the job really difficult. It might be better to be frank and to point out that, if lacking all experience in such work, the erector might do well to persuade a more expert friend to help him. Not everyone is adept even with a screwdriver, and certainly not with a brace and screwdriver bit, where too much power is at the command of the wielder; and there is certainly an art in the glazing of a window section. But what an ingenious design the modern sectional garage is, to be sure.

♦ ♦ ♦

## Doubts

WHEN I am in France I am impressed by two things which also impress many other motorists—the success of the flashing orange light above a dangerous junction which has no traffic lights of the conventional type, and of the right-hand rule. But, unlike most of my correspondents, I stop there, because when I get back to England I am more than ever convinced that these two devices would not work successfully here. The reason is simple, and is the vast number of vehicles on British roads by comparison with those over there.

I suppose that about twice every day on a French trip one encounters a momentary hiatus, if not a contretemps, as the result of one or other of these devices; and that with the traffic density of France. I think that, over here, the number of hiatuses and con-

tretemps would be such that traffic would be impeded rather than speeded up. It is as if one tried to introduce the single-line and staff system of the railways on a really busy route; it can't be done without confusion.

♦ ♦ ♦

## Kingston

WHEN the highly developed character of modern civilization is given a chance to work it certainly becomes impressive. The radio on a car I was driving blew a fuse the other day, which I replaced. However, signals were still distorted and there was obviously something wrong which, of course, had been the reason for the fuse going. By chance, it was important to get the radio repaired quickly, and I was on the way up to Town from the west. I stopped in Chertsey, Surrey, and rang up the makers, who gave me three service addresses in Kingston-on-Thames. The second of these service people said it was probably a valve, and that if I could come back in an hour they would tell me for certain, and whether or not the job could be done in the time. I left the shop and went in next door but one to buy some special adhesive which I wanted; then I found a barber a hundred yards away and had a haircut which I also wanted. Next door to him was a café at which



Crowded hour.

I called for coffee and sat smoking a cigarette, and on the way back to the garage I rang up my office from a call box and told my secretary that I would be late in. By that time the local clocks, two of which were in view, told me that I could return to the car, into which the electrician was just screwing the power pack. The loudspeaker was playing merrily. One crowded hour in Kingston-on-Thames; well spent, I felt.

♦ ♦ ♦

## Rope

NOT often these days do I get a reminder of the pleasure of small boats, but such a one came the other morning when I visited a vachts-

man's shop in order to get a tow-rope. I am no expert on ropes, but I did at least remember how long a fathom was, and that ropes were measured by the circumference. Expertly, then, I was able to ask for four fathoms of three-inch rope, at the same time asking if that would be about right for towing purposes. Yes, they replied, and I marched out eventually with the brand-new coils over my arm, looking forward to doing that tricky little bit



For towing purposes.

of binding at each end which looks so incredible until you know the knack. But while the rope was being cut I had a look round at all the good yachting things on the shelves, and I must say that if there is anything more fascinating than a car accessory shop, this was it—the last home of function, as it were.

♦ ♦ ♦

## Cops

ON every hand the cry goes up that we need more policemen. Frankly, I don't; not because I wish to be left in peace with my criminal tendencies, but because I think that traffic is bedevilled with police, who appear at every junction of size, at most pedestrian crossings at certain hours, on motor cycles, in cars, and standing eyeing motorists with a predatory look from kerb edges all over the country.

Looked at in the kindly spirit, we are thus being shepherded on our way in the efficient manner for which the police are famous. Looked at unkindly, we are being harassed, embarrassed and subjected to a discipline that is sapping all our resourcefulness and will eventually leave us unable to think, let alone act, for ourselves. Where cars are concerned, the police would, I feel sure, do far more good if they had the training of new drivers in their hands, and could guarantee their eventual appearance as responsible motoring citizens. The child that is disciplined at home needs little of the rod when it comes under the eye of the schoolteacher at the age of five, and the driver trained to Hendon standards would need little subsequent supervision.





A scene in Dalcarlia, Sweden.

### **All that's best from Britain . . .**

Land of mountains, pine forests and swirling rivers . . . this is Sweden. Here live a people old in the art of producing fine precision tools, pottery and architecture . . . a people forward-looking and eager to enjoy the best . . . that is why the Standard Vanguard is a big favourite with them. Built by the finest engineering craftsmen, tested under the most arduous conditions it is a car that truly represents 'all that's best from Britain.'

Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY  
 London: 37, Davies Street, Grosvenor Square, W.1. Telephone: Mayfair 5011



STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS





LEADING MOTOR  
MANUFACTURERS

*recommend*

**Esso lube**  
MOTOR OIL

THE OIL FOR WISER DRIVERS

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

## NEWS and VIEWS

### New Small Standard Confirmed

**RUMOURS** and conflicting statements that have been circulating about a new small Standard and a Ferguson "people's car" project were dealt with last week by Sir John Black, deputy chairman and managing director of the Standard Motor Co., Ltd. The occasion was the eve of his departure, on Saturday last, for Australia and New Zealand where, with Mr. M. Whitfield, director and general manager of the company, he will investigate conditions in these two very important markets for British cars, and—from figures Sir John quoted—for Standard products in particular.

Sir John Black made a statement regarding future policy, and invited questions, from which further information resulted. He confirmed that a new small Standard was coming forward, a four-cylinder, four-door saloon of entirely new design which, in the sense of the long-term policy that must be followed by the biggest manufacturers, he referred to as being "imminent," though in reply to a question he stated that it would not be seen at the next London Show. It would be of "less than 8 h.p.," though he was not prepared to give an indication of price.

Sir John's purpose was also to comment upon statements that have been made regarding a new Ferguson car, which, because of the well-known links between Standard and Ferguson tractors, has been the subject of conjecture and erroneous statements. He referred to recent conversation with Mr. Harry Ferguson and indicated such a design as belonging to well into the future. Of its design he could give no details, but he was prepared to say at present that if and when it eventuated the vehicle would be built entirely by the Standard Motor Company—not the engine alone, as appeared to have been supposed in some quarters. Sir John touched also upon the jet aircraft engine work that his company is engaged on.

### Gear Box Brain

**A MACHINE** which has alone replaced 18 other machines, and which can carry out 28 simultaneous operations under three-man control, has been put to

use by the Morris company in the production of gear boxes. It cost £60,000 and is the first of its type to be installed in England. A complete gear box casing receives all its milling, tapping, reaming and counterboring processes in 93 seconds. Its operators have christened it "the brain."

### G.M. in Canada

**I**N Canada, General Motors have retained a commanding lead in the Canadian market for the third year in succession. They were the only major manufacturers to increase production in 1951 (by 24,177 cars to 142,074). Ford output dropped to 79,600 from 94,151, and the Chrysler Corporation was down to 51,352.

### Italian Production

**DURING** 1951 the Italian motor industry produced the record total of 145,553 cars. Exports during the year were nearly 50 per cent up on those of 1950, 32,250 cars having been sent overseas.

The best customer was Germany (6,157), while Australia took 2,561.

### French Record

**A RECORD** total of 445,958 vehicles was reached by the French motor industry in 1951. The monthly average of 37,163 compares with 29,799 in 1950 and 18,950 in 1938. Of the 1951 total 313,927 were cars.

### New Caravans

**TWO** new caravans are being introduced this spring by Berkeley Coachwork, Ltd. The Escort is a small van (14ft by 6ft), weighing 18cwt. It is longer but lighter than the existing Messenger and, at £349, £50 cheaper. There is a saloon divisible by night into two bedrooms and the settees of the forward dinette convert into two single beds or one double. Along the rear wall a full-width settee extends to make a double bed; there is a kitchenette to port and a wardrobe to starboard, whose door opens

to form the division between the compartments.

The Envoy is a shortened version of the Consul. It has a saloon with folding screen doors. In the forward dinette are two single or one double settee beds, and in the rear compartment there are an end kitchen, a retractable double bed, a corner lounge unit, and a double wardrobe. Weighing 26cwt and measuring 17ft 6in by 7ft 6in, the Envoy comes within the group of touring vans, as distinct from living vans.

### Cape Record

**A NEW** record for the Cape Town to Algiers drive is claimed by two Italians who have driven a Fiat Campagnola over the distance of more than 9,000 miles in 11 days 4 hours 54 minutes.

### Third U.S. Prices Increase

**FOR** the third time in 13 months price increases for General Motors' cars have been approved by the U.S. Office of Price Stabilization. The increases range from the equivalent of about £17 17s to £79 10s. Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac cars are affected.

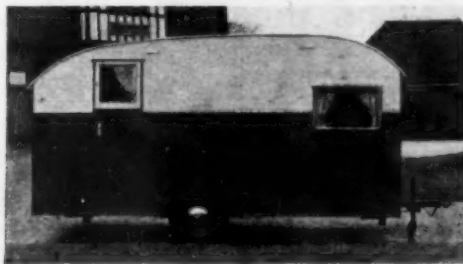
### Chrysler in Mexico

**PRODUCTION** capacity of the Mexican assembly plant of Chrysler products is expected to be doubled as a result of the installation of new equipment. It was established in Mexico twelve years ago and since then three expansions of the plant have occurred, increasing output from eight to 55 units daily.

### Jeep Definition

**A BIG** argument is in progress between the Supreme Court of Texas and the manufacturers of the Jeep. It started when a country postman who owned a Jeep took out an insurance policy under which he would get about £35 a month if he was injured. If he was hurt in a private car exclusively of the "pleasure car" type he would get about £70.

The Court ruled that he was not



The Berkeley Escort has twin stable-type doors and two forward windows. In all, it has seven windows.

The forward dinette of the Envoy: Portable lockers are used to extend the settees as beds. The dining table lowers to form part of the double bed. In place of the solid-fuel stove shown, extra shelves can be fitted.



## NEWS and VIEWS

continued

entitled to the extra because the Jeep was "a rugged and uncouth vehicle without beauty of line or body, with no suggestion of comfort, and obviously intended for hard service rather than for pleasure." The manufacturers replied that the Jeep is a work of art and that it is the only American car chosen by the New York City Museum of Modern Art for exhibition. The museum called it one of the few genuine expressions of machine art, and a wonderful tool for transport.

## Off to the Cape

THE world's land-speed record car, John Cobb's Ralston Mobil Special, has left for Cape Town where it is to be exhibited in the Van Riebeeck Tercentenary Exhibition. This car's record of 394.7 m.p.h. has not been challenged since it was made.

## A.A.A. Golden Jubilee

ONLY 23,000 cars were on U.S.A. roads 50 years ago, when (as with the A.A. and police traps in Britain) the American Automobile Association was campaigning against 10 m.p.h. speed limits, led by a few far-sighted men. Today there are 43,000,000 cars registered in that same country.

The A.A.A. was founded on March 4,

1902, and on March 4, 1952, a special set of stamps will be put on sale at U.S. post offices to commemorate the event. A series of special celebrations is being planned to mark this Golden Jubilee year.

## Shorrock Superchargers

THE firm of Shorrock Superchargers, Ltd. has been acquired by the Ferguson interests and the works have been removed from Preston, Lancashire, to Fletchamstead Highway, Coventry. The Shorrock supercharger is of the vane type, the vanes being driven by and sliding through trunnions in an eccentric rotor; it has been used in connection with many successful record attempts. The directors include Mr. Harry Ferguson as well as Mr. Chris Shorrock, who was associated with the first Centric supercharger which was the forerunner of the blower that now bears his name.

## Guide to Transport

INFORMATION on all forms of goods transport throughout England, Scotland and Wales is contained in the January-June (1952) edition of *Transport Goods Guide*, now published. An enormous amount of auxiliary information is also contained in the guide.

*Transport Goods Guide* costs 2s 6d, in-

cluding postage, and can be supplied by newsgagents and booksellers, or obtained direct from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

## Cadillac Boom

ACCORDING to the Cadillac Division of General Motors, orders now on hand for cars represent 13 months' output. Although dealers have some 90,000 orders on their books production must be restricted to 80,000 cars this year, compared with 103,000 in 1951 and 110,000 in 1950. This company is one of the few to increase the number of its workers compared with last year, having already made a good start on its rearmament work.

## Books Reviewed

*Hutchinson's Pocket Technical Encyclopedia*, compiled by L. E. C. Hughes, Ph.D., B.Sc. (Eng.), A.M.I.E.E., and Jean P. Bremner, B.Sc. Published by Hutchinson's Scientific and Technical Publications, Stratford Place, London, W.1, price 7s 6d.

This useful little book is a dictionary of technical and other words, and it covers a wide field. Many references to trees, birds, and so on, accompany chemical, engineering and other expressions.

## FOR DISABLED DRIVERS

FOR some years the firm of Thomson and Taylor, of Brooklands, Weybridge, Surrey, have been engaged on altering the controls of cars for the Rootes Group so that they can be handled by drivers who could not use the pedals. The result has been so satisfactory that a considerable number of cars, mostly Hillmans, have been, and are being, modified and many sent to customers in export markets.

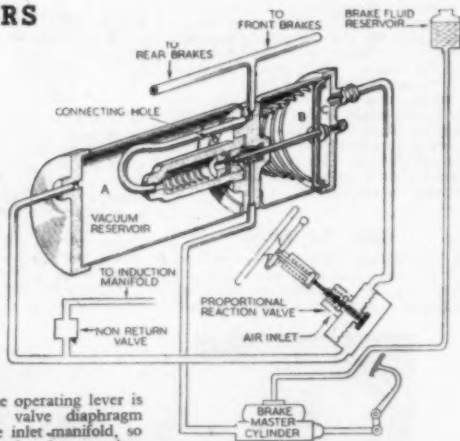
The latest batch to be converted has a new type of servo motor operating the brakes, which is of interesting design, its purpose being to give a more progressive, smoother action than was possible with the earlier servo.

Making use of what is called the "balanced" vacuum, the revised design consists of a tank divided into two sections, of which one houses a large piston in a cylinder while the other is the vacuum reservoir. Within the tank is a master cylinder operating the brakes in the ordinary way and the whole is a self-contained unit which can be mounted anywhere handy on the chassis.

Normally the large piston has an equal vacuum on each side of it and therefore remains stationary. When the driver wishes to apply the brakes he moves a lever, placed below and to the right of the steering wheel, which he can do without releasing the rim. The lever moves a diaphragm in the control valve housing and thus cuts off the vacuum pipe, opening an air valve. As the diaphragm moves against air pressure the degree of movement can be judged easily by feel.

Air being thus admitted to one side of the large piston causes a movement which first closes a needle valve, and seals off the pipe leading to the ordinary master cylinder of the car's brake mechanism, then operates the plunger of the master cylinder within the tank and so applies

The new balanced vacuum servo cylinder with an internal hydraulic cylinder (actuated by the servo piston) incorporated, and working hydraulic brake systems from a hand control.



the brakes. When the operating lever is released the control valve diaphragm opens the pipe to the inlet manifold, so restoring the vacuum and at the same time closing the air port.

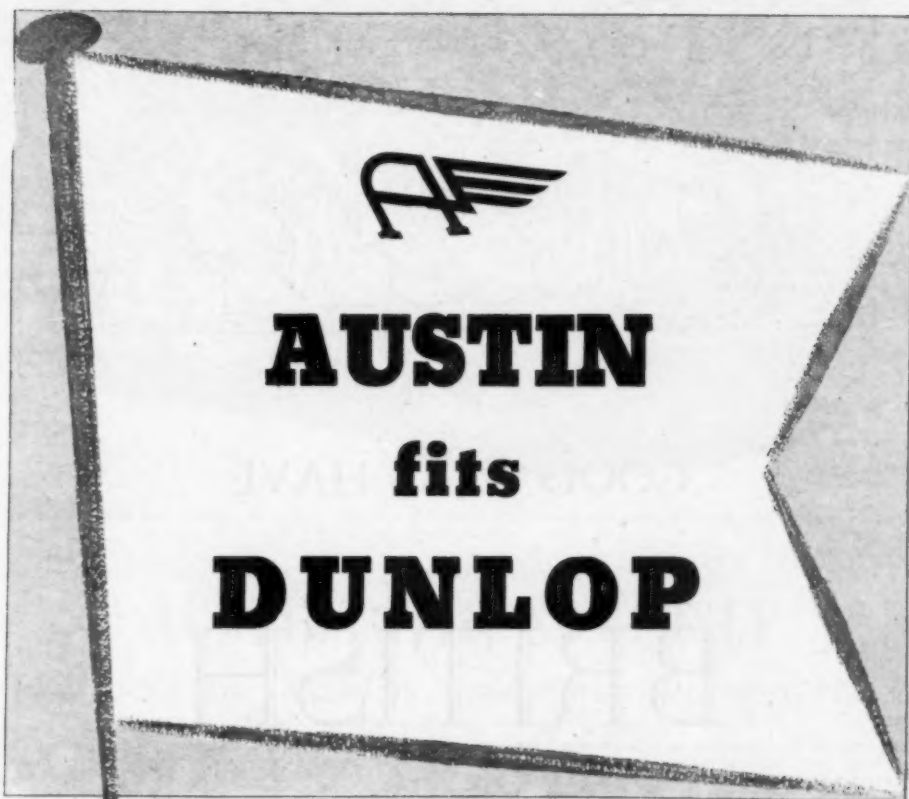
The normal method of braking remains, allowing a driver who can use the pedals to do so without interference from the special servo, the normal master cylinder energizing the brake fluid through passages left open for the purpose until the movement of the large piston causes the needle valve to close on its seat. As previously, the clutch is controlled by another lever on the left of the wheel through a separate servo, the same lever controlling the throttle, both doing their work independently of the pedals.

With this new servo the brakes are much easier to control without previous experience, and feel exactly like those usually applied by pedal or lever, acting without jerk or violence but with great strength. Only if the driver declutches

before applying the brake is there a tendency to snatch, the normal method of leaving the clutch engaged until the car is nearly at a standstill giving far better results.

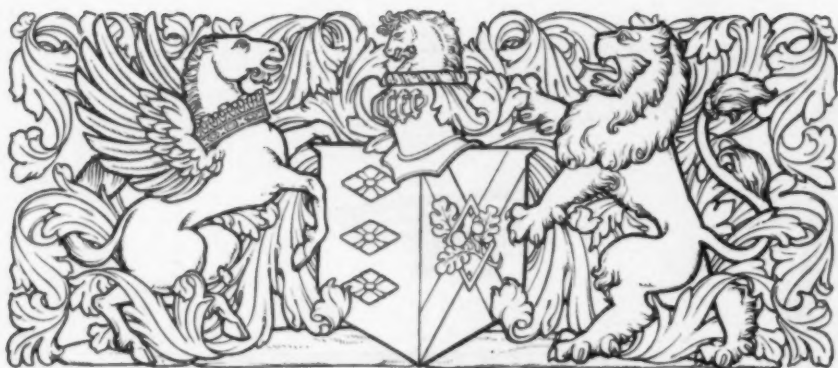
This design was thought out by Thomson and Taylor's, and developed by Clayton Dewandre, and many of the parts are in production for other forms of brake gear, which reduces the cost.

The vacuum reservoir gives the inlet manifold plenty of time in which to restore the vacuum, and the usual recuperator tank, placed high up, keeps the system full of fluid. There is no doubt that the new servo gives a better and smoother control than the more usual type with air pressure always on one side of the operating piston.



**as standard  
equipment for  
'DEPENDABILITY'**

**THE WORLD'S MASTER TYRE**



GOOD CARS HAVE

BRITISH

LEATHER

UPHOLSTERY

*For luxurious comfort there's nothing like Leather  
Used in the A.40 Somerset and other Austin models*

---



NEW CARS  
DESCRIBED



The A.40 Somerset has a style similar to that of the A.70 Hereford and the new Austin Seven, with long front wings and full-width frontal styling.

## AUSTIN A.40 SOMERSET

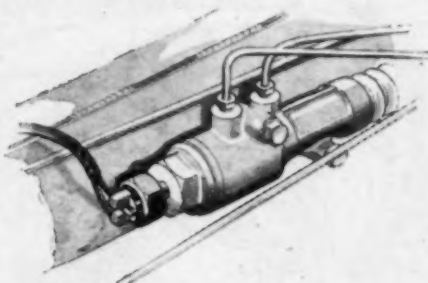
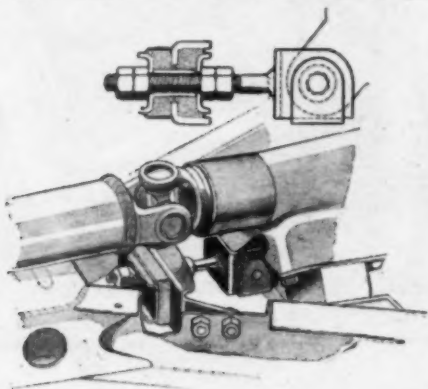
NEW FOUR-DOOR SALOON IS ROOMIER AND HAS MORE POWER

**I**N pursuance of a policy of constantly improving its various models the Austin Motor Co. has introduced a new version of the popular A.40. This is a four-door four-light saloon known as the Somerset and it replaces the four-door six-light Devon.

As the accompanying illustrations show, the appearance of the Somerset follows

very closely that of the A.70 Hereford and the new Austin Seven. The same style of full-width frontal treatment is used, and the front wings have long sweeping lines which are continued across both doors to meet the lines of the rear wings. At the rear a swept tail forms a locker which houses the spare wheel and provides a capacious luggage space.

This new body is of all-steel construction and it is mounted on the well-tried A.40 chassis, which has proved its robustness of construction the world over. Certain detail modifications have been incorporated in the chassis, but the specification remains virtually unaltered. At the same time there have been added two additional body mounting points, one at



There is an hydraulic stop light switch operated from the hydraulic brake system.

A rubber buffer fore-and-aft engine location stay is mounted between the rear of the gear box and the frame cruciform.



Familiar in frontal appearance, the new Austin Somerset has a die-cast grille. Separate side lights are mounted on the wings.

each side about in line with the toe-board, making ten in all.

This has had an important result, for the body is of higher torsional stiffness than its predecessor and, through the additional mountings, it has added nearly 50 per cent to the overall stiffness of the complete car. This is rather surprising in view of the fact that there is no metal-to-metal contact between the body and chassis, the mountings incorporating rubber sandwiches which, however, are bolted up fairly tightly. In fact, the virtues of unit construction and separate body and chassis are combined to some extent, the extra torsional rigidity being obtained, but the road noise level being kept to a minimum.

The new Somerset appears altogether a larger car than the previous Devon. This is not so much a matter of actual dimensions as of line and proportions, for the overall length is only 6½ in greater, there being approximately 3 in more overhang at both front and rear. The roof line is practically unaltered, so is the

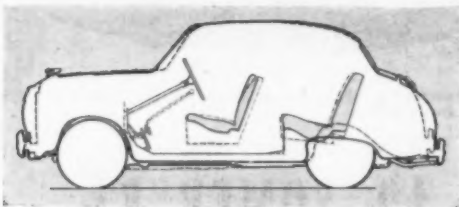
seating plan, except that the rear squabs are 1 in thinner, owing to the use of moulded Dunlopillo upholstery, although this adds 1 in to the distance from toe-board to rear squab.

Width has been increased, however, and the curved windscreen glass is 44½ in wide, 4 in wider than on the Devon. The screen has also been given more rake, its base being 3½ in farther forward. This allows more room for the steering column gear change, for the arrangement of demister slots in the top of the fascia, and for the conduits leading to them, also for the wiring and connections to instruments. At elbow height there is an increase in width of 1½ in all through the car, and the floor width is 4 in more.

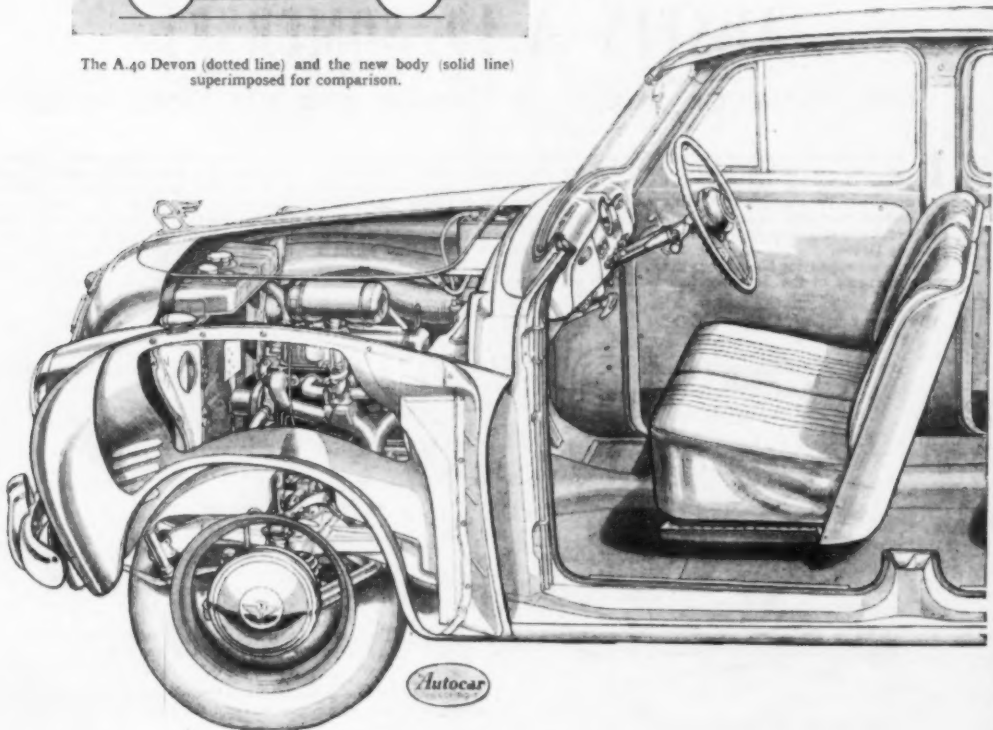
By adopting four instead of six windows it has been possible to move the standing pillar 4 in rearwards, thus adding the same amount to the width of the front door. As the rear door shut line is moved 12 in farther back, there is, again, an increase in the width of the rear door of 8 in. These wider doors—they are, in fact, identical with those of the Hereford—make access to both front and rear seats much easier than in the Devon.

Main door windows open under the control of winders and the front triangular panels are hinged to open for ventilation. The similar rear panels are fixed. The rear window is also of curved glass and is 32 in wide by 8½ in deep, an increase of 4 in in width and 2½ in in depth. It will be appreciated, therefore, that visi-

## NEW AUSTIN A.40 . . . . . continued



The A.40 Devon (dotted line) and the new body (solid line) superimposed for comparison.



*Autocar*

bility both ahead and astern has been improved. All doors are rear opening, and have concealed hinges and push-button locks. The driver's door has a barrel-type lock and the other three doors can be locked by the interior handles, but the rear doors have an additional safety device for use when children are carried. This is operated by turning the escutcheon of the door handles, which has the effect of securing the door internally but allows it to be opened by the external push-button handle.

An appreciable increase in luggage space has been obtained by making the tail locker 5 in longer; the spare wheel is carried on the locker floor. Hinged at its bottom edge, the locker lid has a metal stay each side to support it in the open position. It also carries loops for the attachment of straps to secure extra luggage carried on the lid. The rear bumper, which is of the same section as the front one, is set higher than on the Devon and it improves the balance of the appearance.

Dust sealing has been given special attention round the luggage locker lid, at joints in the body, and round the doors, where it is double. A continuous sponge rubber strip is used for the outer seal of the doors and a rubber roll, partially trimmed, for the inner one. A moulded sponge rubber strip is used in the door shut edge and fits closely round the hinges. As dust sealing is of great importance in overseas markets one car is selected from the assembly line each week and

tested in the dust tunnel at M.I.R.A.'s proving ground.

Another important feature is that the bonnet surround and front cowl, carrying the radiator grille and head lamps, is easily withdrawn as a unit to give access to the engine for maintenance tasks. It is secured by eight bolts which are themselves readily accessible, and does not carry any wiring or accessories; the head lamps have push-on connectors which alone have to be disconnected to allow the unit to be withdrawn when the bolts have been taken out.

From the production angle there are several interesting features in this new body. Apart from the doors there are certain other items common to other models, such as the die-cast radiator grille and the rear wings. Then there is an absence of exposed joints which need loading with solder in the interests of appearance; the joint of the roof pressing with the tail pressing is made by spot welding, the roof overlapping the tail, and the joint is hidden by a bright beading which is continued along the waist line across the doors. A pressing is used for the rear seat pan, and its shape matches the underside of the moulded Dunlopillo cushion. A graduated depth of rubber is a feature of the cushion, this being thickest where the occupants' weight mainly falls and yet providing adequate support for the legs.

Apart from ample head and elbow room, the leg room also is generous,

#### SPECIFICATION

**Engine.**—4 cyl., 65.48 x 89 mm, 1,200 c.c., push-rod o.h.v., 42 b.h.p. at 4,300 r.p.m., max. torque 62 lb ft at 2,500 r.p.m. Three-bearing crankshaft; submerged gear-type oil pump; oil capacity 7 pints; AC fuel pump supplying Zenith VIG carburettor from rear 8½-gal tank.

**Transmission.**—Dry single-plate clutch and 4-speed gear box in unit with engine; synchromesh second, third and top gears; overall ratios 5.28, 8.13, 12.88 and 20.54 to 1. Open Hardy Spicer propeller-shaft and needle-roller bearing universal joints. Spiral bevel final drive.

**Suspension.**—Independent front, coil springs and wishbone links on rubber bushes. Half-elliptic underleaf rear springs with reverse camber. Double-acting hydraulic dampers front and rear. Anti-roll torsion bar at rear.

**Steering.**—Cam gear with spring-spoked 17 in diameter wheel.

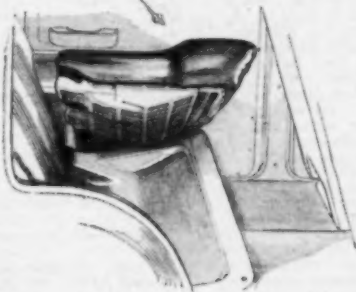
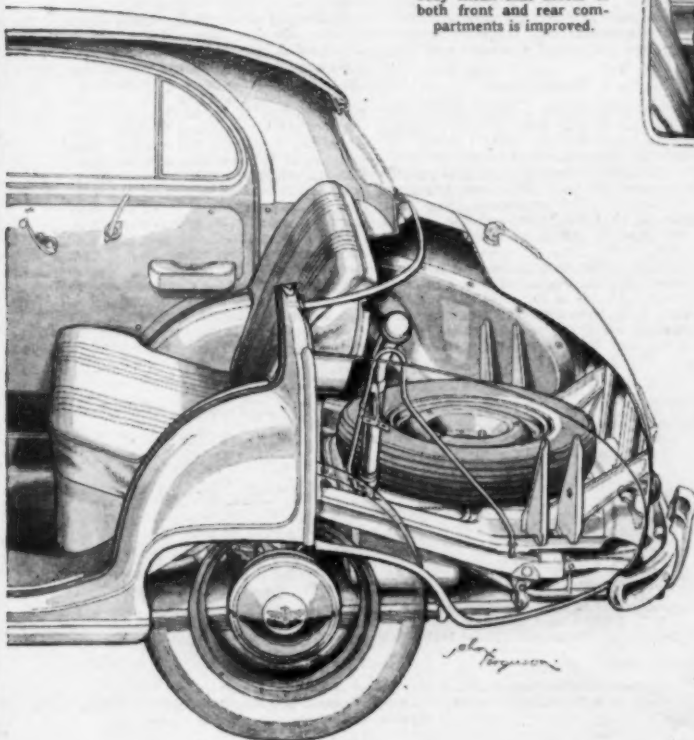
**Brakes.**—Girling hydraulic; two-leading shoe at front.

**Wheels and Tyres.**—Pressed-steel disc with Dunlop E.L.P. 5.25-16 in tyres.

**Electrical System.**—Lucas 12-volt with 38-ampere-hour battery.

**Dimensions.**—Wheelbase, 7 ft 8½ in; track, 4 ft 0½ in front, 4 ft 2 in rear. Overall length, 13 ft 3½ in; width, 5 ft 3 in; height, 5 ft 4 in. Weight, with oil and water, but without petrol, 19 cwt 14 lb.

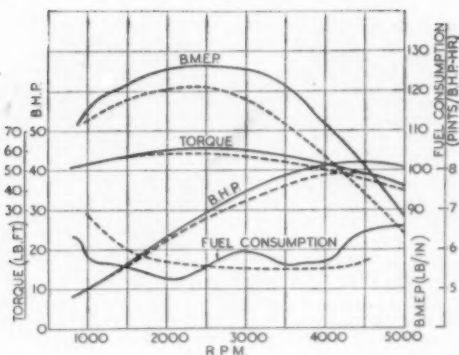
The wider doors of the new body mean that access to both front and rear compartments is improved.



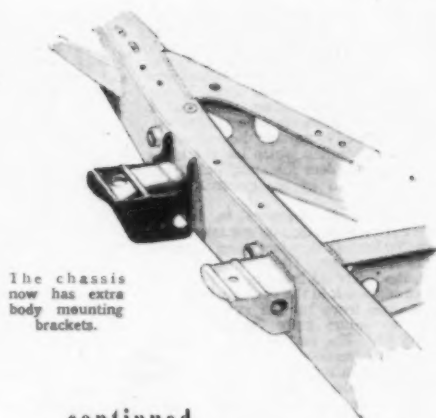
A recessed rear seat pan accommodates a foam rubber cushion with extra depth at the point where the greatest weight is supported.



Door locks are "child-proofed" by turning the escutcheon plate.



Performance curves of the old (dotted) and the new engine (solid lines).



The chassis now has extra body mounting brackets.

## NEW AUSTIN A.40 . . . . . continued

partly owing to the design of the seating. Toe-boards are provided beneath the separately adjustable front seats, which also have useful recesses beneath them. The seats are trimmed in leather in partly pleated style and Vynide is used for the door trim. Elbow rests are fitted on the rear doors and act as door pulls, the front doors having metal pulls to match the interior handles and window winders. The roof is trimmed in cloth, and provision is made in the centre of the roof peak for attachment of a radio loud speaker without the necessity of removing the head lining. A sun visor is fitted for the driver.

Instruments are centrally grouped in the steel fascia in a detachable panel, so that wiring and other connections are readily accessible. The instruments have indirect lighting; the centrally placed speedometer has four small rectangular dials flanking it at a lower level, these being respectively, from left to right, fuel gauge, ammeter, oil pressure gauge and radiator thermometer. Beneath them are four control knobs for choke, wipers, panel light and starter. Two small red indicating lamps are for the main head lamp beam and ignition. At each end of the fascia is a glove box with lid, and below the fascia is a masking board, in each end of which an ash tray is conveniently located. Below the instruments is the control for a fresh air inlet which admits clean air from behind the radiator grille through a large flexible duct. Provision is made for a heater which is an optional extra. Both fixed head and sliding roof models will be available.

Hinged at its rear edge, the single-panel bonnet top carries the familiar winged "A" motif, which forms the bonnet catch. In the base of the motif a barrel type lock is provided, as used for the driver's door and locker lid, so that the bonnet can be secured.

Equipment is comprehensive and in addition to items already mentioned there are separately mounted wing lamps, which can therefore be seen to be illuminated at night, twin stop and tail lamps, a large flat base to the tail pressing to receive the number plate, which is illuminated by a lamp concealed and also protected by the bumper, interior roof light, interior driving mirror, twin Windstone horns, direction indicators, dual screenwipers and foot-operated dip switch. A Stevenson jack is operated by a wheelbrace from within

the car to lift one side at a time. At the centre of the three-spoked steering wheel is the horn button carrying the Austin heraldic decoration.

Other modifications include small but important changes in the engine, which has the cylinder head developed for the A.40 Sports model, incorporating larger inlet valves and ports. Stronger valve springs are fitted and a Zenith VIG carburettor. This downdraught instrument incorporates a pump for rapid acceleration and an automatic air bleed for maximum economy. The split-skirt aluminium alloy pistons now have concave tops, and carry two compression rings, one plain and one taper, and one slotted oil-control ring.

### More Power

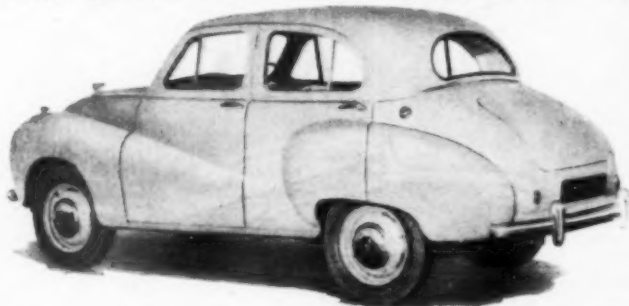
As a result of these changes more power is developed and there is less pinking. Accordingly, it has been possible to alter the rear axle ratio from 5.43 to 1 to 5.28 to 1, so that despite a slight increase in weight the same fuel consumption is maintained. The maximum b.h.p. is now 42 at 4,400 r.p.m. and the engine can attain a maximum speed of 5,500 r.p.m.

Other engine modifications include the mounting of the by-pass filter on a bracket on the right side of the crankcase, all oilways being formed in the bracket so that external connections are eliminated. Built-in vacuum ignition control is provided

and the coil is now fitted on the right front engine mounting bracket, thus reducing the length of the leads. The coil h.t. terminal has a waterproof cap.

The third motion shaft of the gear box is splined to receive the sliding end of the propeller-shaft, and is extended in a housing which provides a large plain bearing to take the propeller-shaft load. A lug on the rear of the extended housing receives two Harris rubber bushes for the pin of a stirrup which runs back to a rubber sandwich mounting on the frame cross-member, thus locating the engine in a fore and aft direction without direct metallic contact. The Hardy Spicer needle-roller universal joints each have a grease gun nipple, so that the bearings can be recharged about every six months.

Another modification is that the rear axle gear carrier is now an aluminium casting, to reduce unsprung weight. The Armstrong dampers at the rear have been increased to 1½ in diameter, as at the front. Girling brakes have full hydraulic operation and the master cylinder has the stop-light switch incorporated in the end of it, this being operated by hydraulic pressure. It will be realized that the new A.40 Somerset saloon has more about it than merely a restyled body. The chassis has proved itself to be thoroughly robust in many countries where roads are rudimentary and the lessons learned from this wide experience have led to the adoption of the modifications described.



In appearance the new Austin A.40 Somerset four-light saloon follows the styling set by the A.70 Hereford and the new Austin Seven. The shapely rear panel encloses a capacious locker.





## The Autocar ROAD TESTS

The Rambler has an exceptionally clean external appearance, the sides of the car above the rubbing strip being unbroken by wheel-arch lines.

### No. 1455: NASH RAMBLER STATION WAGON

THIS journal has recently had the opportunity of testing another of the "small" cars in production in America. Whereas some manufacturers have approached the small car market with a view to producing an economical car with an austerity finish, the Nash Rambler (an example of which was made available by Nash Concessionaires, Ltd., London) caters for the quality range of the American small car market. At first glance the station wagon body style may be considered somewhat unusual because of the lack of open wheel arches at both front and rear. The shape of the body may be the results of wind tunnel investigations, as Nash have for some considerable time been interested in reducing body wind resistance, and a number of tests on body styles were carried out in the large wind tunnel at the University of Wichita, U.S.A. This dual-purpose vehicle has ample luggage space as well as a generous carrying capacity for passengers.

The six-cylinder side valve engine of 2.8-litre capacity is well up to its job of propelling the car, and although the mean maximum speed obtained under standardized conditions was a little less than 76 m.p.h., under favourable conditions on the road speeds around a genuine 80 were obtained in one direction. Disregarding ultimate maximum speed, which is, of course, not a prime consideration in a vehicle of this nature, it is found that low speed acceleration is extremely good and this ensures that even when fully laden the car will have a performance well above the average for a "goods carrying" vehicle of this type. The ability to get off the mark and up to cruising speed in a very short space of time enables the car, in a well-laden condition, to average over 40 m.p.h. Hills with a gradient of around 1 in 10 can be climbed quite easily on top gear, while those of the 1 in 6 variety are climbable on second gear.

The suspension ensures a comfortable ride over fairly rough roads and there

#### DATA

**PRICE** (basic), with station wagon body, \$1,815 (at factory) - £648 4s at \$2.60 = £1.

Not available in Great Britain.

Extras: Overdrive \$89 - £31 16s.

**ENGINE:** Capacity: 2,830 c.c. (172.6 cu in).

Number of cylinders: 6.

Bore and stroke: 79.3 x 95.2 mm. (3 1/8 x 3 7/8 in).

Valve gear: side valves.

Compression ratio: 7.25 to 1.

B.H.P.: 82 at 3,600 r.p.m. (60.2 B.H.P. per ton, laden).

Torque: 136 lb ft at 1,600 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 17.3 (overdrive 24.7).

**WEIGHT** (with 5 galls fuel), 234 cwt (2,630 lb).

Weight distribution (per cent) 53 F; 47 R.

Laden as tested: 27 1/2 cwt (3,044 lb).

Lb per c.c. (laden) 1.67.

**TYRES:** 5.90-15in.

Pressure (lb per sq in): 24 F; 26 R.

**TANK CAPACITY:** 16 1/2 Imp gallons.

Oil pump, 84 pints.

Cooling system, 18 1/2 pints (plus 1 1/2 with heater).

**TURNING CIRCLE:** 35ft 6in (L and R).

Steering wheel turns (lock to lock): 3.

**DIMENSIONS:** Wheelbase 8ft 4in.

Track: 4ft 5 1/2 in (F); 4ft 5 in (R).

Length (overall): 14ft 8in.

Height: 5ft 2in.

Width: 6ft 1 1/2 in.

Ground clearance: 8in.

Frontal area: 23.3 sq ft (approx.).

**ELECTRICAL SYSTEM:** 6-volt 90 ampere-hour battery.

Head lights: Double dip, 36/36 watt.

**SUSPENSION:** Front, independent; coil springs mounted above wishbones.

Rear, half-elliptics.

#### PERFORMANCE

##### NASH RAMBLER STATION WAGON

##### ACCELERATION: from constant speeds.

Speed, Gear Ratios and time in sec.

M.P.H. 3.063 4.375 7.131 11.386

to 1 to 1 to 1 to 1

10-30 .. 7.9 5.1 4.7

20-40 .. 8.3 4.1

30-50 .. 15.1 9.9 9.8

40-60 .. 19.5 12.7

From rest through gears to:

M.P.H. sec

30 5.8

50 14.5

60 21.9

70 34.1

Standing quarter mile, 22.7 sec.

##### SPEEDS ON GEARS:

Gear M.P.H.

(normal and max.)

Top .. 75.5 (mean) 122

2nd .. 40-53 127

1st .. 18-33 29-53

\* Overdrive.

##### TRACTION RESISTANCE:

32.8lb per ton

at 10 m.p.h.

##### TRACTIVE EFFORT:

Full (lb per ton) Equivalent Gradient

Top 263 1 in 8 1/2

Second 305 1 in 5 1/2

##### BRAKES:

Efficiency Pedal Pressure (lb)

72.5 per cent 143

69.0 per cent 100

55.0 per cent 50

##### FUEL CONSUMPTION:

22 m.p.g. overall for 286 miles (12.8 litres

per 100 km).

Approximate normal range 20-25 m.p.g.

(14.1-11.3 litres per 100 km). British Pool

fuel.

##### WEATHER: Damp surface. Light veering

wind.

Air temperature 30 degrees F.

Acceleration figures are the means of several

runs in opposite directions.

Tractive effort and resistance obtained by

Tapley meter.

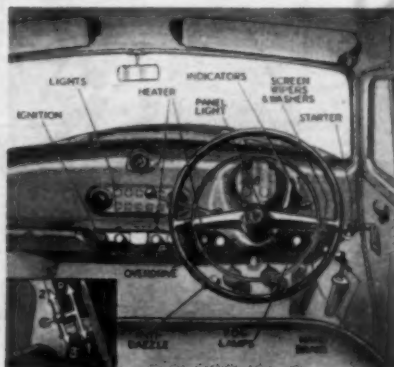
Model described in *The Autocar* of July

21, 1950.

##### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer: 10 20 30 40 50 60 70 84

True speeds: 9.5 19 28 38 47 56.5 66 79







A full-width bumper blends neatly with the rubbing strip extensions that completely surround the car. On the scuttle just in front of the windscreen is the air intake for the thermostatically controlled heater. Forward-facing engine compartment ventilators are fitted at each side of the wing in front of the door line.



From a three-quarter rear angle the Nash Rambler presents a long sleek exterior. A pleasing impression of traditional station wagon design is produced by imitation graining on the top of the body panels.

## ROAD TEST

continued

is very little pitching. On the other hand, roll on corners is noticeable in the one-up condition and tends to be excessive with a full complement of passengers in the rear seats. A variation of the normal coil spring and wishbone independent front suspension is used on the Rambler; the springs are mounted above the outer ends of the wishbone, as distinct from the normal position between the wishbones. The steering characteristics seem to change rather more than one would expect between the laden and unladen conditions. With two up plus a small quantity of luggage the car corners very well, the steering is responsive, and there appears to be about the right degree of understeer. On the other hand, fully laden the car has a definite tendency to oversteer. Owing to the lightness of the steering (three turns from lock to lock) the car can readily be manoeuvred in a confined space, and the covered-in front wheels do not seem to restrict the steering lock. On the other hand, to provide adequate clearance the sides of the car must be made wider than they would be otherwise, and therefore vulnerable.

The car under test was fitted with a three-speed synchromesh gear box coupled with a Warner kick-down overdrive unit. A pull-and-push control under the edge of the fascia panel enables the overdrive to be locked out of action. When the overdrive knob is pressed the unit comes into operation at road speeds above about 28 m.p.h. The operation is semi-automatic, as to obtain the overdrive ratio it is

necessary to release the throttle momentarily to allow the engine speed to fall so that it synchronizes with the reduced engine speed required, but the slight delay is scarcely noticeable under general road conditions.

To regain normal drive (either top or direct second, depending upon the position of the gear lever) it is necessary only to depress the throttle pedal fully. This action closes the switch which momentarily cuts the ignition, and enables the change to take place at any speed. With the overdrive locked out the car has its full measure of engine braking at all speeds, while when the overdrive unit is in operation engine braking is available at speeds above the cutting out speed of the overdrive (about 25 m.p.h.)—that is, covering the general range of open road performance. Below this speed a free wheel comes into operation and consequently no engine braking is obtainable at low speeds.

### Clutchless Changes at Low Speeds

For open road driving it is very useful to perform the operation equivalent to changing into a high third gear in a four-speed box, for passing other traffic, for example, merely by depressing the throttle pedal. When the fascia control is in the overdrive position the free wheel which operates below the cutting-in speed of the overdrive permits clutchless gear changes to be made—that is, at speeds applying in close city traffic conditions.

At high speeds with the overdrive unit in action the car is extremely quiet and pleasant, and wind noise is very low. The side-valve engine, a type well known for its smoothness, also makes very little noise at high speed. The very high-gear overdrive top (3.063 to 1) produces only a moderate amount of engine braking when the throttle is closed and this tends to create the impression that the car is free-wheeling at high speed, but this is not so in actual fact. Slightly better braking from high speed would be advantageous on a car with such good carrying capacity. Low speed stopping is quite satisfactory, although a certain amount of flexibility appears to exist in the brake pedal mechanism. No fade was experienced during the strenuous and abnormal conditions of performance testing.

The driving position is good, with plenty of room for arms and legs. A slight depression in the centre of the floor over the gear box does not restrict free movement of the driver's left leg. A two-spoke steering wheel is set at a nice angle and is pleasant to hold. The upholstery in the front seats is comfortable, yet the driver feels that he could be more firmly supported. A back rest that was more nearly vertical would be appreciated.

The gear lever and the self-cancelling control for the flashing light type of direction indicators sprout from each side of a pressing enclosing the steering column, while the minor controls are grouped on both sides of the column; the centre of the fascia houses a radio when such equipment is fitted. The gear change has a different feel from its counterpart on some other cars; the mechanism can best be likened to a spherically mounted remote control, as compared with a gate change. The hand-brake control is placed very low down

The interior layout presents a neat appearance. The car is trimmed in two-colour cloth upholstery, and the front half of the floor is completely covered by a rubber mat. All the instruments and warning lights are grouped in a round unit under a curved glass cover, seen conveniently through the steering wheel.





Left: Easy access to the rear compartment is provided by the two-piece rear door. Access to the spare wheel and tools (centre) is by means of a hinged lid in the floor of the luggage



compartment, and (right) to increase the luggage capacity the back rest of the rear seat folds down flat. The cushion is then placed vertically and protects the back of the front seat.

and a little to the rear and to one side of the throttle pedal, in a position that makes it not altogether convenient to use.

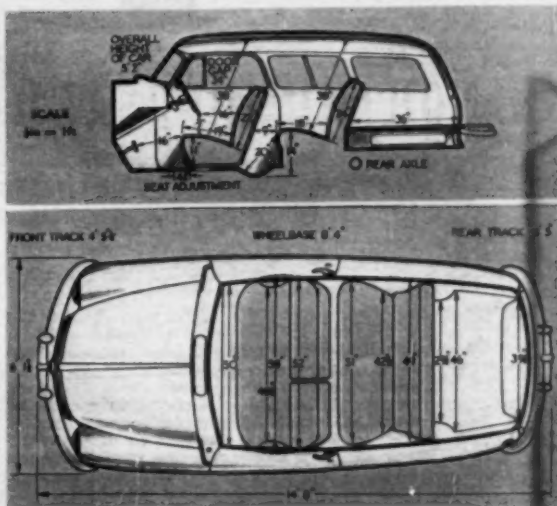
In spite of the fact that the car's overall height is relatively low, because of the low floor level the Rambler has adequate head room, but from the driving seat the bonnet line appears to be quite high, and it is not possible to see the left wing line in a right-hand drive car, and this, especially in view of the car's width in the region of the front wheels, is a disadvantage.

The Rambler is very well equipped; it is completely trimmed and the rear seats are quite comfortable. They can be folded down to increase the luggage-carrying capacity when required. Access to the rear of the body is provided by a two-piece rear door hinged at top and bottom. It is noticeable that the clamps and fittings used for this equipment are very well made and easy to operate; the top part of the lid, being spring loaded, is easily set in the open position when required.

Tools and spare wheel are carried in a separate compartment under the rear of the floor. To remove the spare wheel it is necessary to raise a hinged portion of the floor, and consequently before this can be done any luggage must be removed. The rear doors and the illuminated drawer fitted below the fascia are both lockable and provided with a different key from that used for the side doors. Locking the Nash is particularly convenient, as it is possible to lock either door from the inside by means of the handle, or to lock or unlock either from the outside by means of the ignition key; there is a safeguard against locking oneself out of the car by means of the handles. This arrangement is very convenient when parking in a confined space.

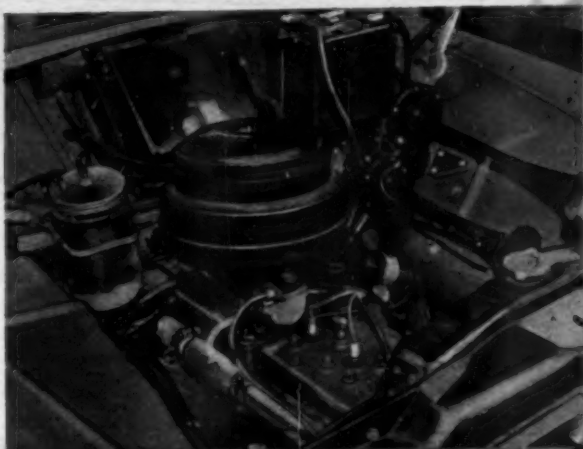
The double-dip head lamps have a very good range and give an adequate spread of light. No doubt because the system was of American origin, in the dipped position the light shone to the right. The loading of the car also had a considerable effect on the beams; whereas in the two-up condition the direction of the lamps was very good, when it was fully laden the lamps were pointing up too much. The suction-operated wipers work strongly, but "dry up" almost at once during acceleration.

Instrument lighting is sufficiently bright, yet not distracting to the driver. Illumination of the clock mounted on the fascia above the radio grille, and of the speedometer (which also contains water temperature and fuel gauges and warning lights for the head lamp high beam, dynamo charge and oil pressure), is controlled by a three-position switch which also switches on the interior light at the rear of the body and a useful light shining downwards under the fascia; the last-mentioned is also switched on automatically when either of the two doors is opened. There is no connection between the instrument panel light and the main light switch, so that it is not possible to use the fascia as a tell-tale to indicate whether the side lights are switched on. An automatic choke is fitted and cold starting, even at temperatures a little below freezing point after the car had been left in the open overnight, was extremely good.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

Behind the large circular air cleaner is the heater unit; the 6-volt battery can be seen above the twin trumpet pattern horns. The inlet manifold is internally moulded in the engine castings, and a simple exhaust manifold is clipped to the side of the cylinder block.





## NORTHUMBERLAND SAGA

Bamburgh, one of the great feudal seats of the county. The vast castle is built on a basalt crag.

### BYWAYS IN A COUNTY KNOWN TO MANY ONLY FROM THE TRUNK ROAD

**M**ANY of you will have some knowledge of Northumberland. It is a county through which people dash when going somewhere else. The Great North Road, A1, premier road of Britain, attains some of its fastest stretches through Northumberland, exerting a magnet-like attraction on most motorists, so much so that, with the speedometer needle exploring rarely frequented territory, it needs iron self-control to slow down and turn off this magnificent highway in search of quiet byways. But once you have done so traffic instantly subsides. An atmosphere of rustic seclusion steals over the scene. Miles away you can still see the long line of double telegraph poles denoting A1, and if you listen carefully a dim roar tells of traffic anxious to get away and leave you in peace to explore the haunting, age-old charm of an historic but elusive county. Henceforth you will carefully consult large-scale maps to make certain you keep off the Great North Road.

For many years I had found Northumberland aloof and forbidding. Many, many times I passed by along A1, often willing to stop a day or two to explore; but cold North-



Wild white cattle, descendants of the aboriginal cattle of Britain, at Chillingham.



umbrian sea-frets, rain or dull, dismal weather discouraged closer acquaintance. Last summer I took the plunge and arranged advance accommodation for a thorough tour of England's northernmost county. Northumberland relented and a week of gorgeous weather permitted exploration of some of the most remote and fascinating places in the country.

First objective was the Coquet valley, a dale conveniently explored from Rothbury, a busy little market town enjoying increasing popularity. Good hotels cater for visitors, houses cluster round a well-kept green steeply climbing to the top of the town, a once-beautiful bridge crosses the Coquet where you can bask on green banks; and the neighbouring Crag-side estate, lavish with rhododendrons, encourages visitors in the summer.

Negotiating a lane to Biddleston, on the edge of the Cheviots. The tractor shared gate-opening duties.

According to the maps, Alwinton, or possibly Linbridge, marked the end of Coquetdale for cars, so, being anxious to get a glimpse of the Cheviots, I followed narrow lanes to Snitter, Nether-ton, Ellilaw and a place marked on the map as Mount Slowly. Here, a rough, sandy, gated track crept along the edge of the Cheviots and picked a furtive way to Biddleston Hall. This apology of a road was negotiated in company with a farm tractor. We took it in turns to open gates, and progress was slow and carefree. Perfumed air swept down from the grassy Cheviots. It was hot, dusty and drowsy, and, apart from the tractor driver, the farmer and myself, the world was asleep.

We parted company at Biddleston and by devious ways I descended to the Alwin, a lonely river diverging from the Coquet towards its source near Bloodybush Edge. There are many secluded valleys dipping deep into the heart of the Cheviots and I expected to have reached journey's end at Alwinton, a sleepy little hamlet dozing in the sun, where thirsty cattle sought refreshment from a wimpling stream meandering across the green. To my surprise a good but narrow road led farther up the dale. In approximately a mile I found myself at the start of a military road penetrating an artillery range officially closed to the public during firing practice. At other times cars are permitted, but there must be no wandering from the roadside.

To my mind, having had my full quota of Service life, the only good things that come from wars are the few roads we pick up from time to time leading to remote spots—places formerly accessible only to the walker. Somewhat naturally, thrifty county councils do not build roads leading to places so incredibly lonely that all you can do when you get there is to come back. Of this calibre is the military road to the head of Coquetdale. It seemed to go on for ever.

by G. Douglas Bolton



Every mile brought new and more magnificent scenes. Lovely indeed is Linbridge, where many tracks diverge and the new road crosses the Coquet high above a rocky gorge. On this hot Sunday one or two visitors were having a dip in the river. A few cars were parked around but I continued to Shillmoor, where a suspension footbridge crossed the carefree Coquet to a group of farm buildings nestling cool and grey beside the water.

Coquetdale crept round Shillhope Law and for four miles the road led through the heart of the Cheviots with turf-covered slopes rising from the roadside. At Windyhaugh, a lone farmstead, it seemed the road must surely end. But no, narrow though it was, and fitting the wide Austin like a railway line, this most diverting of routes cautiously followed the winding and ever-narrowing valley to Carshope and Carl Croft until finally, after a lot of cornering, the road expired at Blindburn, nine miles farther up the dale than Alwinton and in probably the loneliest spot accessible by car in England. The Scottish border is only three miles away and Blindburn is as near the centre of the Cheviots as one can get. Yet the ancient Romans thought nothing of pushing a road along the tops of the hills and building a camp three miles south-west of Blindburn; pity the poor legionaries who had to serve there!

### Seek Out the Source

After this triumphant climax the lower reaches of the Coquet between Alwinton, Harbottle, Hepple and Rothbury seemed tame by comparison, and by far the best course is to follow the Coquet from estuary to source, the scenery gradually improving the whole way. East of Rothbury the Coquet is a retiring river and much careful map-work is needed before you reach Warkworth; also, for an uneasy moment during which vague memories stray from the past, you will find yourself on A1 at Felton. But the beauty of Warkworth, with its 14th-century bridge and 12th-century castle, makes an excellent introduction to the Northumberland coast. This is a coast of castles, mostly built in the grand manner. Even fast travellers cannot miss Alnwick Castle, as it is visible from the Great North Road where it crosses the River Aln by the picturesque Lion Bridge. A1 is narrow here, so be sure to park your car in Alnwick and walk down to the river.

Alnwick Castle, seen from the river, is a breathtaking sight; it maintains the traditional splendour of medieval England. Although much restored, this great castle, stronghold of the ancient house of Percy, originates from Norman days. The 14th-century gateway, which you can see from A1 before descending to the Lion Bridge, makes a forbidding

The upper reaches of Coquetdale, at Shillmoor. A military road leads up the dale.







Bamburgh, one of the great feudal seats of the county. The vast castle is built on a basalt crag.

## BYWAYS IN A COUNTY KNOWN TO MANY ONLY FROM THE TRUNK ROAD

**M**ANY of you will have some knowledge of Northumberland. It is a county through which people dash when going somewhere else. The Great North Road, A1, premier road of Britain, attains some of its fastest stretches through Northumberland, exerting a magnet-like attraction on most motorists, so much so that, with the speedometer needle exploring rarely frequented territory, it needs iron self-control to slow down and turn off this magnificent highway in search of quiet byways. But once you have done so traffic instantly subsides. An atmosphere of rustic seclusion steals over the scene. Miles away you can still see the long line of double telegraph poles denoting A1, and if you listen carefully a dim roar tells of traffic anxious to get away and leave you in peace to explore the haunting, age-old charm of an historic but elusive county. Henceforth you will carefully consult large-scale maps to make certain you keep off the Great North Road.

For many years I had found Northumberland aloof and forbidding. Many, many times I passed by along A1, often willing to stop a day or two to explore; but cold North-



Wild white cattle, descendants of the aboriginal cattle of Britain, at Chillingham.



umbrian sea-frets, rain or dull, dismal weather discouraged closer acquaintance. Last summer I took the plunge and arranged advance accommodation for a thorough tour of England's northernmost county. Northumberland relented and a week of gorgeous weather permitted exploration of some of the most remote and fascinating places in the country.

First objective was the Coquet valley, a dale conveniently explored from Rothbury, a busy little market town enjoying increasing popularity. Good hotels cater for visitors, houses cluster round a well-kept green steeply climbing to the top of the town, a once-beautiful bridge crosses the Coquet where you can bask on green banks; and the neighbouring Cragside estate, lavish with rhododendrons, encourages visitors in the summer.

Negotiating a lane to Biddleston, on the edge of the Cheviots. The tractor shared gate-opening duties.



According to the maps, Alwinton, or possibly Linbridge, marked the end of Coquetdale for cars, so, being anxious to get a glimpse of the Cheviots, I followed narrow lanes to Snitter, Netherston, Elilaw and a place marked on the map as Mount Slowly. Here, a rough, sandy, gated track crept along the edge of the Cheviots and picked a furtive way to Biddleston Hall. This apology of a road was negotiated in company with a farm tractor. We took it in turns to open gates, and progress was slow and carefree. Perfumed air swept down from the grassy Cheviots. It was hot, dusty and drowsy, and, apart from the tractor driver, the farmer and myself, the world was asleep.

We parted company at Biddleston and by devious ways I descended to the Alwin, a lonely river diverging from the Coquet towards its source near Bloodybush Edge. There are many secluded valleys dipping deep into the heart of the Cheviots and I expected to have reached journey's end at Alwinton, a sleepy little hamlet dozing in the sun, where thirsty cattle sought refreshment from a wimpling stream meandering across the green. To my surprise a good but narrow road led farther up the dale. In approximately a mile I found myself at the start of a military road penetrating an artillery range officially closed to the public during firing practice. At other times cars are permitted, but there must be no wandering from the roadside.

To my mind, having had my full quota of Service life, the only good things that come from wars are the few roads we pick up from time to time leading to remote spots—places formerly accessible only to the walker. Somewhat naturally, thrifty county councils do not build roads leading to places so incredibly lonely that all you can do when you get there is to come back. Of this calibre is the military road to the head of Coquetdale. It seemed to go on for ever.

by G. Douglas Bolton



Every mile brought new and more magnificent scenes. Lovely indeed is Linbridge, where many tracks diverge and the new road crosses the Coquet high above a rocky gorge. On this hot Sunday one or two visitors were having a dip in the river. A few cars were parked around but I continued to Shillmoor, where a suspension footbridge crossed the carefree Coquet to a group of farm buildings nestling cool and grey beside the water.

Coquetdale crept round Shillhope Law and for four miles the road led through the heart of the Cheviots with turf-covered slopes rising from the roadside. At Windyhaugh, a lone farmstead, it seemed the road must surely end. But no, narrow though it was, and fitting the wide Austin like a railway line, this most diverting of routes cautiously followed the winding and ever-narrowing valley to Carshope and Carl Croft until finally, after a lot of cornering, the road expired at Blindburn, nine miles farther up the dale than Alwinton and in probably the loneliest spot accessible by car in England. The Scottish border is only three miles away and Blindburn is as near the centre of the Cheviots as one can get. Yet the ancient Romans thought nothing of pushing a road along the tops of the hills and building a camp three miles south-west of Blindburn; pity the poor legionaries who had to serve there!

### Seek Out the Source

After this triumphant climax the lower reaches of the Coquet between Alwinton, Harbottle, Hepple and Rothbury seemed tame by comparison, and by far the best course is to follow the Coquet from estuary to source, the scenery gradually improving the whole way. East of Rothbury the Coquet is a retiring river and much careful map-work is needed before you reach Warkworth; also, for an uneasy moment during which vague memories stray from the past, you will find yourself on A1 at Felton. But the beauty of Warkworth, with its 14th-century bridge and 12th-century castle, makes an excellent introduction to the Northumberland coast. This is a coast of castles, mostly built in the grand manner. Even fast travellers cannot miss Alnwick Castle, as it is visible from the Great North Road where it crosses the River Aln by the picturesque Lion Bridge. A1 is narrow here, so be sure to park your car in Alnwick and walk down to the river.

Alnwick Castle, seen from the river, is a breathtaking sight; it maintains the traditional splendour of medieval England. Although much restored, this great castle, stronghold of the ancient house of Percy, originates from Norman days. The 14th-century gateway, which you can see from A1 before descending to the Lion Bridge, makes a forbidding

The upper reaches of Coquetdale, at Shillmoor. A military road leads up the dale.





## Northumberland Saga . . . continued

One of the rusty old Fords which operate on the Beal sands between Holy Island and the mainland.

entrance to the outer ward. Lifesize stone figures in fierce attitudes lean down from the embattled walls and discourage visitors.

If you are staying in Alnwick it is worth applying for a permit to visit the Abbey gatehouse, the park, and Hulne Priory. The 15th-century Hotspur Gate, in the town centre, is a relic of the medieval walls.

Once across the Lion Bridge I said farewell to Al half a mile to the north and turned off to Denwick and Craster, reached by a network of unfrequented lanes. Craster lay soaked in evening sunshine, an incredible old-world fishing village where I was intrigued by the Jolly Fisherman Inn.

For the next few days I stayed at the Dunstanburgh Castle Hotel at Embleton, a surprisingly comfortable hotel, noted, and rightly so, for its good cuisine. The best way to reach the ruined castle is to drive down to the golf course beyond Dunstan Stead and then walk along the path to Castle Point, a stroll of rather over a mile. Dunstanburgh must have been impregnable in its day, as it occupies a rocky outcrop descending steeply to north and west. To the east, basaltic cliffs descend to the surging sea. The great gatehouse guards the southern approach.

### The Vast Bamburgh Castle

It was necessary to book a day in advance for a trip to the Farne Islands. Frequent trips are made from Sea Houses, and, given good weather, the excursion can be a memorable experience. In bad weather the trip must be quite unforgettable. Although I had a day to wait my time was not lost. I viewed the Farne Islands from St. Aidan's Dunes (National Trust) and then pushed on to Bamburgh, a village dominated by a castle so vast, so majestic and so magnificent that it flickers before one's gaze like the realization of childhood's dreams. The Norman keep, dating from 1164, adds an ancient touch to an incomparable scene. The huge bulk of the castle is proudly displayed on a basalt crag and, if I sought to impress Americans, to Alnwick and Bamburgh we would go. For Is I was shown round the castle—as the only visitor. Afterwards I came down to earth and drove to Beadnell, which provided tea at a nice little café facing the sea. The National Trust lime kilns, worthy of preservation though they be, failed to rouse me to new heights of enthusiasm, though many people come to Beadnell specially to see them.

Fortune was kind and next day turned out fine and clear with a sea like glass. The small motor launch chugged steadily north-east from Sea Houses and headed towards Knivestone, most distant of the Farne Islands. This remote rock was alive with seabirds and basking seals. We slackened speed to watch the great green, glassy rollers cream over the rocks; an entrancing scene. The seals were a



friendly crowd and gazed at us from the freedom of Knivestone with that complacent, smug look we are apt to wear when viewing seals at the Zoo.

We altered course and came to the Longstone Lighthouse—made famous by the exploits of Grace Darling—and then picked our way through a maze of islets to Staple Island, where we were welcomed by a bevy of birds, mostly guillemots, looking like a family of dwarf penguins. We crept close to the sheer savage cliffs but did not land. The sea swilled sullenly against the base of the rocks and the birds screamed at us from above. I was glad when we reached the largest of the islands, Inner Farne, where we landed. A robust old salt relieved us of 2s 6d a head and warned us not to walk on the nesting birds.

Along the cliffs I enjoyed a little bird photography, dodged many nesting birds, walked round to the Lighthouse, made my way to Prior Castell's Tower, puffed my way to the top and looked down to the 14th-century chapel. The view extended to the little anchorage, where for one horrid moment I thought the boat was going without me. Despite the speed with which I left my viewpoint it was possible to appreciate something of the strange magic of this lonely archipelago, inexplicably beautiful on this perfect June day.

My next adventure called for careful organization. In a former article the tidal road to Sunderland Point in Lancashire was described—a solid tarred road safe enough if you keep to it. There is nothing solid or conspicuously safe about the trip to Lindisfarne. The road abruptly terminates in Beal Sands which stretch out to a river (visible only at low water) and far beyond to the immense expanse of Holy Island sands. A line of posts cuts straight across and if you are going on foot that is your best route. It would appear to be the way adventurous motorists should go too, but, despite the absence of any warning notices, I was told that no car could get across that way.

A second line of posts headed to the north-east. I drove on to the mud, thought twice, and reversed back. A follow-

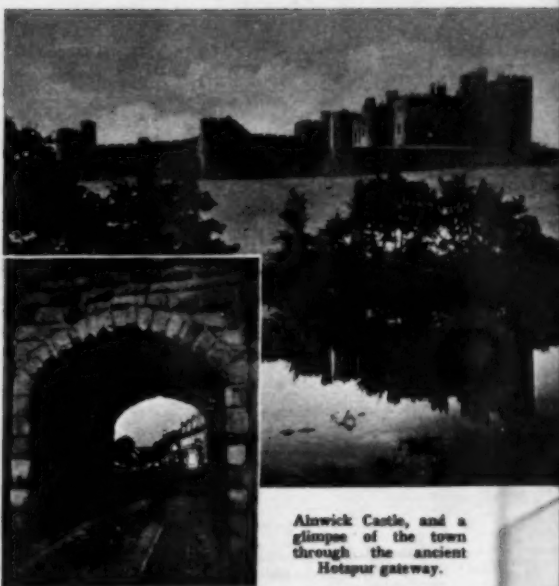
ing big car tried to turn on the mud, promptly sank and had to be towed out. I then paddled across to the river and saw a couple of taxis making the crossing from Holy Island. They lurched and splashed through the river, bumping hideously, and revealed themselves as ancient Fords in a ghastly state of decomposition. Their aspect was so horrible that I hastened back to my immaculate Austin and followed the taxis to their base. There I booked a passage to coincide with low tide next day, and although a return fare of 18s may seem excessive for a four-mile crossing, believe me it is cheap at the price. Any motorist who takes a good car across deserves to be ostracized by his fellows!

Next day I had a pleasant chat with the driver of my taxi, a vintage Ford of high ground clearance. All was red rust without and there was not much comfort within. Before the war, according to the driver, cars were bought for this heart-breaking task for about £4, and with luck lasted the season. Nowadays, even decadent veterans being a bit dearer, fares were up; but however carefully cars were maintained, this route spelt death in a very short time. Nothing is worse than the corrosive effect of salt water.

### Material for Nightmare

We followed a trackless route, not keeping to the posts at all; no stranger could find it. We navigated lagoons and great salty pools. The river had wire netting over the bottom and there was nothing wrong with it except its depth. Then we headed for Snook Point and bowled along over golden sands in fine style. According to the local guide-book the sands are perfectly safe for walking or driving. Actually, apart from damage by salt water, the only danger, even if a motorist lost his route (only too easy), would be from wheels failing to bite in the mud or by being caught by the tide. Then, if the tide came in, as it assuredly does at a great speed, he could leave the car and, provided he could run fast enough, swarm up one or other of the two refuge posts which might be within a couple of miles of his position. I am convinced this is the cheapest taxi route in Britain!

Lindisfarne Castle (National Trust—open on Thursday afternoons) is built on a cone of rock, a gorgeous little



Alnwick Castle, and a glimpse of the town through the ancient Hetpur gateway.

castle straight from fairyland. Quite captivated, I walked back to the village and explored the red sandstone Benedictine Priory, founded in 1083. One could spend carefree days at Lindisfarne, given the right weather, and there are several hotels. Rarely have I left a place with such regret. We were soon hurtling across glorious sands and then deep into the mud and ooze, followed by a wobbly fording of the River Lindis.

On yet another fine day I drove through open country giving fine views of the Cheviots and came to Chillingham. By courtesy of the Earl of Tankerville I was permitted to stalk and photograph the wild white cattle of Chillingham. This unique herd has been in existence for over 700 years, and the cattle are said to be the direct descendants of the original wild ox of prehistoric times. At rare intervals a calf is born; there was one on this occasion. To stalk the herd in the 600-acre park is quite an experience, and the keeper gave me due warning that if I approached the calf the cow would charge. Moreover, if anyone touched the calf the rest of the herd would kill it. So we did our stalking with a stream at the rear which we could jump when the cow charged.

As I drove into historic Berwick-on-Tweed the sun shone in splendour on the three famous bridges, and this ancient border town, which I have known so often in bad weather, was now mellowed and at peace. Its ancient walls and old-world streets spoke of far-off days, and in the summer sun it was good to enjoy recent memories of care-free wayfaring in historic Northumberland—a county where so much of the past is so carefully preserved.



Berwick-on-Tweed, the ancient border town of the three bridges.

Staple Island, a home of guillemots in the Farne Islands.





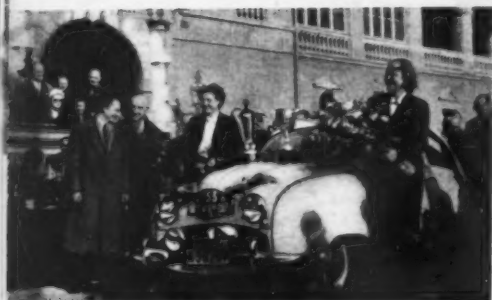
The guard of honour in front of the palace in the old town of Monaco, where the prize-giving was held.



The Bentley concours winner and its crew: left to right, P. Fillingham, W. M. Couper and P. Woosnam-Mills. W. M. Couper has now won the concours four years in succession.

## Sunny Finale: SEAL IS SET ON BRITISH TRIUMPH IN THE MONTE CARLO RALLY

(Rally afterthoughts will be found on pages 180-182)



Mme. Greta Molander, with her sky-blue Swedish Saab, won the Coupe des Dames and was second in the third category in the Concours de Confort.



Sydney Allard receiving first prize from Prince Rainier of Monaco—a proud moment for Great Britain. Allard's victory was very popular amongst the British contingent.

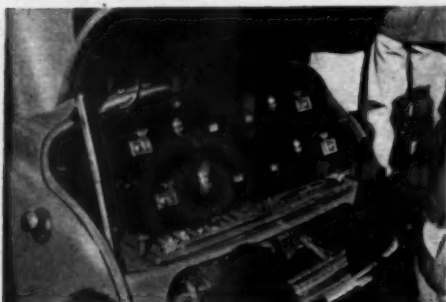
The two successful British teams which respectively filled second and first places in the rally. From left to right: Desmond Scannell, John Cooper (Sports Editor of "The Autocar"), Stirling Moss, Sydney Allard, Guy Warburton and Tom Lush.







A general view of the scene on the Casino terrace at Monte Carlo, with the cars lined up in the sunshine for the judging of the Concours de Confort. Third car in the line is W. M. Couper's Mark VI Bentley, winner of the Grand Prix d'Honneur.



The first prize in the second category in the concours was awarded to the beautifully fitted Hillman Minx of M. B. Anderson and R. M. Hastie; these two pictures show (right) the elaborately equipped driving and navigating compartments and (left) the cases and tool tray in the luggage locker.

The official Mercedes-Benz team, which carried off the manufacturers' team prize in the rally and the similar award in the concours. The three cars were driven by Karl Kling, Rudolf Caracciola and Hermann Lang, here seen with their co-drivers during the concours.

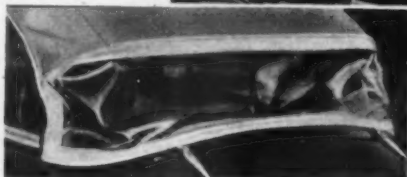




## ACCESSORIES

### WIDE REAR WINDOW FOR TOURERS

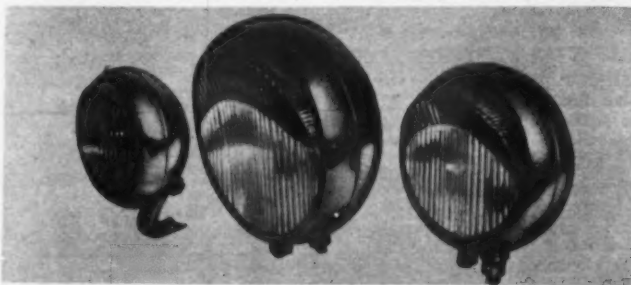
ONE of the drawbacks to the use of touring cars is poor vision through a small rear window when the hood is up. These windows have had to be small to avoid damage to them when the hood is folded. But one of the transparent flexible materials recently developed, polyvinyl chloride plasticized, may have solved the problem, for it can be repeatedly folded and more or less maltreated without suffering damage for some time. Moreover it is tough and so pliable that a fairly thick section can be used. The Coventry Hood and Sidescreen Co., Meteor Works, Queen Victoria Road, Coventry, have experimented with it, and are now producing the Hodscreen All See rear window by means of which existing



The Hodscreen plastic rear window.

touring car hoods can be converted to a very wide rear window extending slightly round each corner at the back. The visibility is, of course, excellent. The cost of converting an existing touring car hood to incorporate the Hodscreen is from £4 upwards, or a new hood incorporating the window can be supplied and fitted from £15 15s.

The development of the Hodscreen for drophead coupés, which is a more complicated matter, is under consideration.



Three Hella fog lamps, the Model 120 with golden glass, the large 180 and its smaller version, the 130.

### NIGHT DRIVING SPECTACLES

THERE have recently come forward spectacles which are specifically designed for driving at night, and which have given interesting results on test. They were issued to a successful team in the Monte Carlo Rally.

These glasses have lenses of Continental origin, of golden sodium vapour glass, with a metallic mirror top portion which allows a given degree of light to filter through to the eye. Such a mirror can accurately pass a determined percentage of light of all colours; it does not have the defect inherent in a dark-coloured glass of suppressing entirely some lighted objects of a particular colour. Individual colour sensibilities are not a factor, either.

The mirror tops come in the way of the lights of oncoming cars, which remain visible, although they lose all dazzle, but

the lower part of the vision with which the driver's side of the road and the path his car is following are seen, is not affected. Ordinary objects are not seen through the tops, but lights appear clearly, their use being in fact similar to that of green eyeshades.

Individuality comes into matters of vision and it should be stated that the writer, who wears glasses, found the mirrors very useful as a shield against dazzle but also that they had a bothering effect; he felt an impulse to try to wipe them away; but several other drivers who made tests did not experience this.

The main part of such glasses, the sodium vapour glass, is of a golden tint. In extensive night testing it was found that they yellow, soften and reduce dazzle of oncoming lights considerably, as would be expected, but it was also found that they did not reduce the visibility of dim objects, just within the scope of vision, both lighted and unlighted. They suppress or reduce light only at the top end of the spectrum and the reduction in bright light and light in general reaching the retina of the eye is compensated for by an increase in the dilation of the pupil of the eye, which is normally contracted by anything bright, with the result that dimmer objects are not picked up.

The glasses have another effect (here again considering the sodium vapour glass

and not the mirror tops). At night by head lamps which give unidirectional white light the scene tends to be flat and objects of similar tone and colour—such as a grouping of tarmac road, a pile of road stones and a pedestrian's grey flannel trousers—look alike; with these glasses such groupings take on richness and difference. The effect is like that of using a filter for a camera picture, with richer tones of earth, sky and clouds—the comparison is unscientific, but it conveys the effect.

Red rear lights of vehicles take on a redder colour.

Among the makers and sellers of such glasses given in the list below Nupro and Fishel have clip-on versions for people who normally wear spectacles and Nupro also have spectacles of the sodium glass without the mirror tops. Fishel frames include a number of fancy examples for ladies. Claude Rye have an inexpensively framed pair which at £1 5s costs less than the average.

#### Makers or sellers of the glasses:—

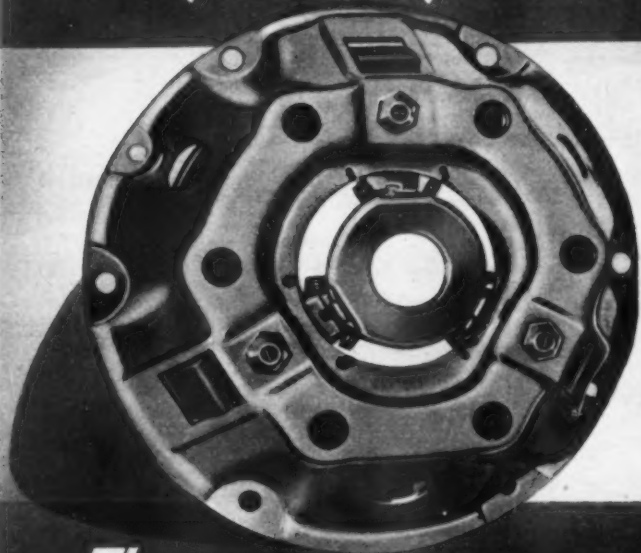
Claude Rye, Ltd., 990-991, Fulham Road, London, S.W.6 (mirrors) framed, £1 1s; British Continental Syndicate, 10, Nassau Crescent, London, S.W.1 (spectacles £1 7s 6d "clip-on" £1 1s 6d); George Michel and Co., Ltd., 21, Cornhill Street, London, W.C.1 (either with or without mirror tops); North Optical Co., Ltd., 15-25, Commercial Road, London, E.1 (£2 2s upwards, according to frames, and more for glasses with optical prescription incorporated for the short-sighted, etc.); Nupro, Ltd., 2, Netherwood Street, London, N.W.6 (with gilt metal or plastic frames £3 6s "clip-on" £2 17s).





ROLLS-ROYCE MOTOR CARS LTD. - LONDON

*The dependable Clutch  
for the dependable Austin*



The  
Borg & Beck  
7½"  
Clutch

*The*  
**BORG & BECK**  
**CLUTCH**

FITTED AS STANDARD EQUIPMENT  
TO ALL AUSTIN CARS INCLUDING THE  
NEW A40 'SOMERSET' SALOON



**BORG & BECK COMPANY LTD · LEAMINGTON SPA**

By Irene  
Gillespie



"Examiners were described  
to me as ogres."

The temperament of a driver goes a long way towards deciding whether he or she will remain accident-free, and it is very difficult to convey in writing the mixture of emotions that make up a good driving temperament. From long experience, this journal believes that the author of the article on these pages has a particularly favourable driving temperament, which is subtly conveyed in her account of her experiences. Other motorists will no doubt be interested to see if they agree.

## I'm a Motorist— or am I?

### PRE- AND POST-TEST REACTIONS OF THE NOVICE

I HAVE emerged from my chrysalis. No longer am I that low form of life, the Learner Grub. Two months ago I passed my driving test. No butterfly, having burst its bonds and flown off into the trackless highway of the sky, could have felt prouder than I did when the examiner gave me that coveted chit and off I drove to the licensing authority, L plates discarded.

Nobody could have been more timid than I was as a Learner Grub. A number of skids on icy roads in Canada and my experiences on the *autobahn* in Germany had not improved my nerve for motoring, let alone driving. But I had a pressing reason last summer for learning to drive, so I clenched my teeth and took the wheel of the family car. I went through all the horrors of nervousness. In my mind I crashed a thousand times. The approach of a double-decker bus made me want to shut my eyes and get it over quickly.

Some of the things that I did in those early days make me shudder when I think of them now. The noise of my gear changing was horrific. I frequently stalled my engine at traffic lights just as the signal turned green. Once I failed to stop at a pedestrian crossing just as a woman was

pushing a pram over it. She looked murderous and the child too frightened even to cry.

Fortunately for the continuance of my several years of married bliss my husband was away from home during this trying period. Though he had always urged me to learn to drive, he had resolutely refused to be my instructor, and on the only occasion on which he was my passenger we came near to both a first quarrel and a crash.

#### Friends Indeed

My friends, however, suffered. They cut short their lunch hours and took me for little sorties through Gloucester's crowded streets to give me practice. I hope that I still have the friendship of most of them—for they proved themselves true friends—though in more than one case I am afraid the bonds were strained near to breaking point.

Drivers on the whole were, I found, considerate to a learner. But some there were who, having forgotten their own grub-like existence, treated me like the plague—as something to be thrust aside and passed at all cost. Others, often drivers of heavy vehicles, made me feel that they believed in the doctrine of "Might is Right," while the U.S. Army Air Force, whom I encountered more than once on trial runs, turned my mind back to the highways of Germany where, in the American Zone of Occupation, the skull and crossbones signs were captioned with the warning, "Drive with Care—Death is so Permanent."

One friend in particular, a retired "brass hat" and a little pompous, did his best to impress upon me that I couldn't possibly hope to pass the test until I had taken it several times. This succeeded only in spurring me on. I'd pass the first time—or I'd burst. Examiners were often described to me as ogres who smacked their lips over the failure of their victims, who led guileless grubs to their destruction up one-way streets, or distracted their attention from

pushing a pram over it. She looked murderous and the child too frightened even to cry.

Fortunately for the continuance of my several years of married bliss my husband was away from home during this trying period. Though he had always urged me to learn to drive, he had resolutely refused to be my instructor, and on the only occasion on which he was my passenger we came near to both a first quarrel and a crash.

#### Friends Indeed

My friends, however, suffered. They cut short their lunch hours and took me for little sorties through Gloucester's crowded streets to give me practice. I hope that I still have the friendship of most of them—for they proved themselves true friends—though in more than one case I am afraid the bonds were strained near to breaking point.

Drivers on the whole were, I found, considerate to a learner. But some there were who, having forgotten their own grub-like existence, treated me like the plague—as something to be thrust aside and passed at all cost. Others, often drivers of heavy vehicles, made me feel that they believed in the doctrine of "Might is Right," while the U.S. Army Air Force, whom I encountered more than once on trial runs, turned my mind back to the highways of Germany where, in the American Zone of Occupation, the skull and crossbones signs were captioned with the warning, "Drive with Care—Death is so Permanent."

One friend in particular, a retired "brass hat" and a little pompous, did his best to impress upon me that I couldn't possibly hope to pass the test until I had taken it several times. This succeeded only in spurring me on. I'd pass the first time—or I'd burst. Examiners were often described to me as ogres who smacked their lips over the failure of their victims, who led guileless grubs to their destruction up one-way streets, or distracted their attention from

pushing a pram over it. She looked murderous and the child too frightened even to cry.

Fortunately for the continuance of my several years of married bliss my husband was away from home during this trying period. Though he had always urged me to learn to drive, he had resolutely refused to be my instructor, and on the only occasion on which he was my passenger we came near to both a first quarrel and a crash.



"Not even the Roman charioteers  
... could have felt more exhilarated  
than did I."



"... the pros and cons of any incident met during the day's driving."



their driving by asking the time. Fortunately my own instructor, himself an ex-examiner, assured me that examiners were really quite nice people; and, trusting him, I was reassured.

My first taste of the real joy of driving came a few days before the test. One glorious day a friend and I left the city behind us and climbed up on to the Cotswolds. From Birdlip to Cirencester I drove along the straight Roman road. In earlier days on that self-same road not even the Roman charioteers, breasting the wind and lashing their horses, could have felt more exhilarated than did I as I went all out "over the hills and far away." That evening my husband, whose licence dates from 1915, kindly but firmly warned me of "beginner's confidence," and the need of gaining road sense.

At last came the day of the test. I woke in a dither and by lunchtime was a nervous wreck. I did, however, put on my best hat and at the appointed hour my instructor met and took me to the trying place. Before handing me over to my fate he gave me final instructions, while I felt like a small girl once again, setting out for a party, with mother impressing upon me how I must behave.

As in most things which one has had to face, reality was not half as bad as anticipation, and once I'd got going (I confess I did try to start without switching on the engine!) most of my nervousness—slipped away. The examiner couldn't have been nicer or more reassuring. He did not try to catch me out and all his instructions and questions were clear and straightforward. Maybe I was lucky, but I did feel he wanted to be sure only that I could drive and knew the Highway Code—and that, if so, he would pass me. He did!

### Pride—and Panic

When the ordeal was over and I had been issued with my full licence, I set my course for home, a matter of twelve miles. Half-way there—along a busy highway—reaction set in. Daylight was turning to dusk. I suddenly realized that I was alone, without anyone to guide me should I falter. The last six miles were a nightmare, and only St. Christopher and I know how I managed to get the car safely into the garage. My advice to anyone who takes a test is—don't take the car home alone, even though you want desperately to drive up to the house and show the family that you've done so. Get a friend to go with you or leave the car in the nearest garage until the next day. A test is a strain, even though you think you're tough. It took me a week or two to get over that sudden panic which I experienced through being too cocksure.

Since then I have learned to love to drive, but though I have passed the test and, I hope, have acquired at least some road sense, can I consider that I'm a motorist?

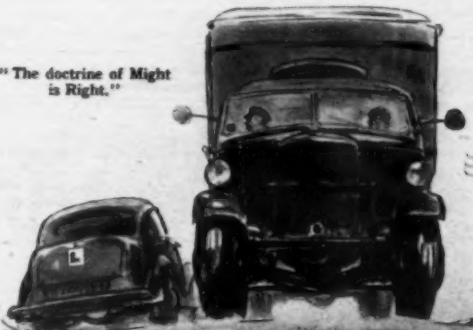
As a new driver I would like very humbly to comment on the Editor's remarks in a recent leading article entitled "Driving Tuition," in which he advocated post-test tuition. I couldn't agree with him more when he says that the

responsible motorist, after he has discarded his L plates, is fully aware that there is still a lot which he must learn. I learn something more almost every time I take the car out. But I am quite convinced that only by driving alone can one learn. I have had, of necessity, to drive quite long distances, almost always by myself, since I passed the test, and I am constantly meeting new situations. There is a tremendous difference between having someone at one's elbow all the time and being turned out to the roads to fend for oneself. The thing I find of the greatest help is to discuss with my husband the pros and cons of any incident met during the day's driving. We sift the evidence and, if it is decided that other action than the one I took would have been better, then another lesson has been learned.

I was more than fortunate in my instructor. As I have said, he is an ex-examiner and now runs his own driving school. It is his aim to make his pupils good drivers, not just to push them through a test. Perhaps I got a little weary of his oft-repeated admonitions to drive on my engine and not on my brakes; and not to wait for trouble but to anticipate it. Oh, how grateful to him I have been since then! Those two maxims which, consciously or sub-consciously, I shall never forget, have prevented my getting into many awkward situations.

Surely being a good driver, if one has been adequately taught, is dependent on an attitude of mind? Though this may sound smug and platinous, if one is the sort of person who takes a pride in doing a job well, one will take a pride in driving and be a responsible motorist.

"The doctrine of Might is Right."





THE ASTORIAN, FEBRUARY 3, 1932

LANCASTER MURPHY WHITLEY  
*The Cars of Character*

*The Whitley*



LANCASTER MURPHY WHITLEY  
*The Cars of Character*

ARMSTRONG & SIDDELEY



*Mr. Dealer says:-*

*"My experience gives me  
complete confidence in  
**CLEVELAND**"*

## BUGATTI REVIVAL

THE POST-WAR PROBLEMS, ACHIEVEMENTS  
AND PLANS OF A FAMOUS MARQUE

By W. F. BRADLEY



The Bugatti 101.

AS we passed from one to another of the war camouflaged buildings forming the Bugatti factory, stumbling over the heads of twisted grouting bolts, contemplating stacks of wreckage, the words "C'est la guerre" fell from the lips of M. Pierre Marco at almost regular intervals. They were uttered philosophically, without any trace of bitterness—a mere expression of fact. "The nationality of the army matters little: whether the troops are British or French, American or German, when they go to war they leave an inevitable trail of destruction and devastation behind them."

No better example of this truth could be found than in this Alsatian car factory. In 1939 it was realized that with the Rhine less than half an hour's ride away, and with the hills to the east of it offering excellent gun positions, the Bugatti factory at Molsheim was dangerously placed. As aviation material was being produced, the French government gave orders for it to be moved right across France to the safety of Bordeaux. The work was done methodically, every crate and box being numbered and every nut and bolt figuring on the triplicated inventories. Because of the nearness of the enemy, loading on the special trains had to be done at night, in complete darkness.

Within a few months of the date of production in the Bordeaux factory, the *feldgrau* troops had swept across France and taken possession of the wine city. The order was given for the Bugatti factory to be moved back to Molsheim and for the staff to report for duty there, for Alsace had become German territory and the young men born there were required for service in the German army. The return was not so orderly, for the inventories had been mislaid, the engineers and the skilled workers found individual retreats, and Ettore Bugatti had no intention of returning to Molsheim, and said so bluntly.

Thus the name Bugatti disappeared and the word "Trippelwerke" ap-

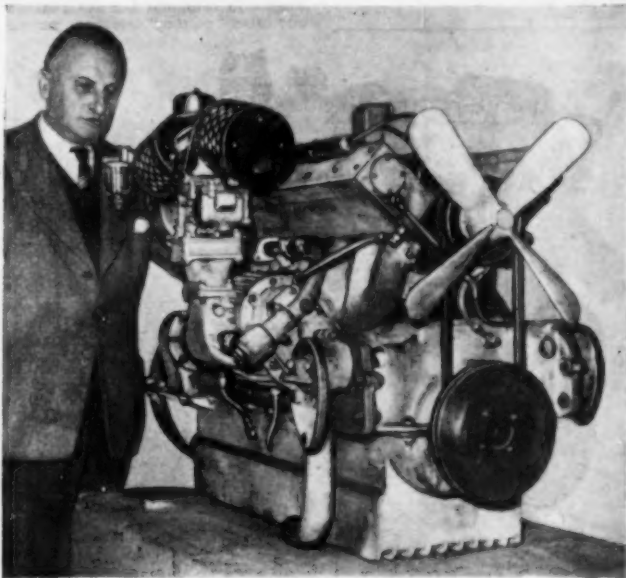
peared in huge black letters on the façade. Herr Trippel produced shells and bombs for the German army and flattered himself that as a reward for his devotion to the Party he would be made the master and owner of a well equipped factory.

Then things happened in Normandy and the invaders scurried eastward, with British, American and French forces at their heels. If the men were individually demoralized, they were held together by ferocious fanaticism, and they refused to give up the advantage of the Rhine without a struggle. The Allied High Command decided that the Strasbourg pocket was too difficult to hold and that the American troops should be withdrawn to the safety of the Vosges mountains, leaving Molsheim and all this Alsatian plain to the Germans, if they liked to return.

Herr Trippel had fled at the first sign of danger, leaving his factory to its fate. But military science said that

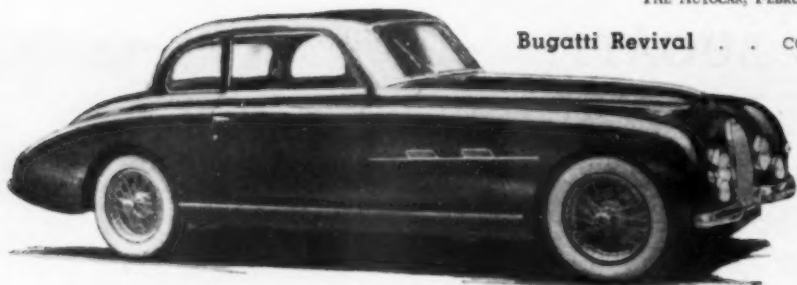
a well-equipped factory should not be left behind for the enemy to pick up. Cincinnati millers, Landis grinders, Gleason gear cutters lay overturned in the dust-filled machine shops. A bomb here and there and the offices went up in flame and smoke. The tanks rumbled up and down the roadways, destroying the underground electrical lines, the water and air mains.

The French government, in 1945, claimed the Molsheim works as a "prise de guerre." Ettore Bugatti contested that right, appealed to the courts and lost; took the case to the highest tribunal in the land and won. When Pierre Marco came to Molsheim on August 1, 1947, he found 600 French marines repairing such machines as the Army had picked up in Germany. "It would be better to say there were 595 labourers in uniform and five engineers." The factory was in ruins and there was not a penny available in cash. We entered a building in which there were 300 wrecked



M. Pierre Marco examines the super-charged 101 engine, which has a side-mounted blower.

## Bugatti Revival . . . continued



A Type 101 with a saloon body by Gangloff.

## TYPE 101 SPECIFICATION

**Engine.**—Eight cylinders in line, supercharged or non-supercharged. Bore and stroke 72 by 100 mm, 3,257 c.c. Compression ratio 6.5 to 1. Brake horse-power 190 b.h.p. at 5,400 r.p.m. (supercharged). Six-bearing crankshaft. Two overhead camshafts, with two valves per cylinder. Hemispherical combustion chamber. Roots-type blower. Double inverted Weber carburettor. Ignition by battery and distributor. Pump water circulation with thermostatically controlled radiator shutters.

**Clutch.**—Twin disc, dry.

**Gear Box.**—Four speeds, mechanical, or Cotal as extra.

**Drive Shaft.**—Open type, with two universals.

**Rear Axle.**—Spiral bevel.

**Steering.**—Screw and nut (right-hand).

**Springing.**—Front, half-elliptics; rear, inverted quarter-elliptics, with hydraulic dampers.

**Brakes.**—Hydraulic front and rear, in light-alloy drums.

**Tires.**—6.00-17 in wire wheels.

**Battery.**—12-volt, 120 ampère-hour.

**Tank Capacity.**—22 gallons.

**Wheelbase.**—10ft 10in. **Track, front and rear.**—4ft 5in.

machine tools. In the foreground were the huge jaws of an electric spot welder. Behind it a crankshaft balancing machine—"a new one will cost us three thousand pounds," stated M. Marco. "In the great pile we picked out turret lathes, broaching machines, multiple-spindle drillers—the whole gamut of metal-working machines—all useless. In one corner of what will soon be a new assembly shop there was a heap of wreckage, topped by a number of costly magnesium cylinder blocks and an experimental Duralumin chassis."

The Bugatti family decided that the life work of "the patron" should not die. There were five direct descendants, not one of whom could take an active part in the revival: Mademoiselle Ebée Bugatti, the eldest daughter; her sister Lydia, now Madame De Boigne; the son Roland, obliged to reside in the south for health reasons; and two young children of a second marriage.

Pierre Marco, who had joined Bugatti in 1919, and had never known any other "patron," was made general

manager of this family organization, for, it is interesting to note in this age of trusts and combines, there are no public shares, no financiers and supporting banks—Bugatti belongs to the Bugatti family.

"I suppose you got Marshall Aid?" I asked.

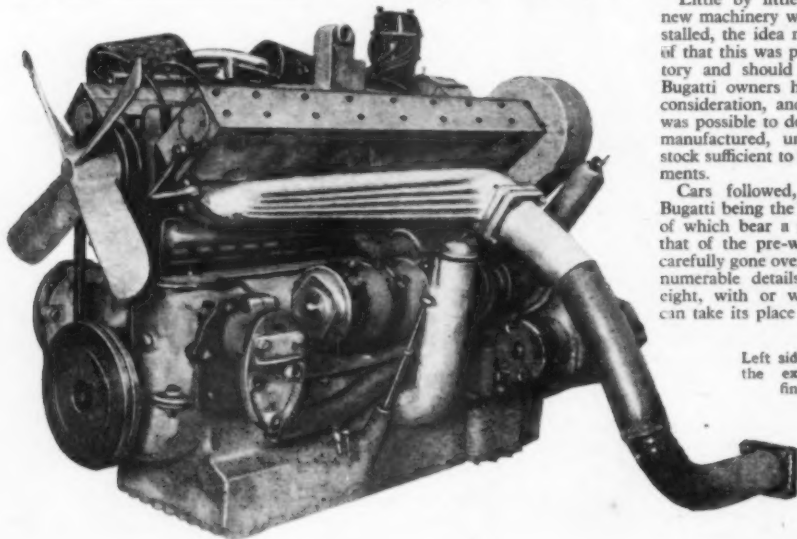
"I do not even know what the words mean," was the reply.

"The war damage was estimated at £1,500,000, and under the French reconstruction plan we are entitled to 70 per cent of the loss. It is recognized that values have changed since 1938, and the co-efficient 18 is applied; but the purchasing co-efficient stands at 30. In four years a little over one-third of the total compensation has been paid."

The first task was that of finding employment for members of the original staff, of retaining the engineers and experts who had rallied around Bugatti during the dark years of the Occupation. There could be no question of building high-class cars, for France, and indeed all Europe, had more urgent requirements.

Little by little, as funds came in, new machinery was purchased and installed, the idea never being lost sight of that this was primarily a motor factory and should again produce cars. Bugatti owners had to be given first consideration, and as soon as ever it was possible to do so spare parts were manufactured, until now there is a stock sufficient to meet normal requirements.

Cars followed, the first post-war Bugatti being the 101, the specification of which bear a close resemblance to that of the pre-war 57. It has been carefully gone over and improved in innumerable details, until this straight eight, with or without supercharger, can take its place with the *élite* of the



Left side of the 101 engine, the exhaust manifold is finned for cooling.



world's cars. The engine of the 101, which has a piston displacement of 3,300 c.c., now develops 135 h.p. without the supercharger and 190 h.p. with it. The pre-war figure of the non-supercharged 57 was 110 h.p. at 5,500 r.p.m. The higher power has been obtained by better manifolding, resulting in a more even distribution of the gases, and by changes in the supercharger, including measures to remove all damage in case of a blow-back. Suspension details have been closely studied. The Cotal gear box can be supplied as standard, if desired, but a five-speed Bugatti box is nearing completion. I had an opportunity of going on the road with both models, and while it was impossible to carry out timed speed tests, the ability of the car to travel fast was evident and the acceleration of the supercharged model was terrific. The roadholding ability was wonderful, but this did not involve any harshness in the suspension.

drums are in Duralumin, with iron liners. Front suspension is independent, with a transverse spring and wishbones. It is too early to go into further details—suffice it to say that the 102 is a thoroughbred.

At present the factory is full of contrasts, certain sights filling one with sadness and certain others with real admiration at the stern and steady determination to rebuild to the former glorious efficiency. Of the main office buildings, over which Jean Bugatti presided with such skill, there remains a charred wall with gaps for windows and as a frontal, in huge insolence, the word "Trippelwerke." In the old days every shop had a varnished oak door with a highly polished plate and Yale lock. Eleven years of neglect have caused the varnish to vanish and pilferers have discovered that they could make good use of the locks at home.

chassis assembly shop with monorail overhead conveyor in the true Bugatti style of blue and cream. Concrete beds are being laid and new machines are being installed. One department is working on the reconditioning of machine tools, for there is a two-year delay in getting supplies from America and the price is high.

It is thrilling to follow the trail of this build-up, every penny left over after the wage bill has been met and overhead charges have been covered being added to the trickle from the French reconstruction department for the purchase of essential plant and machinery.

In pre-war days Bugatti owners who went to Molsheim to take delivery of a new car enjoyed the hospitality of the Hostellerie du Pur Sang. This private hotel will shortly replace the former home for members of the family.

The springs pass through the pads of the front axle of the Type 101 Bugatti.



Of light alloy, the ribbed differential casing of the rear axle is machined to a beautiful finish.

A sight which would gladden the eyes of any "Bugattist," or, indeed, any lover of sporting cars, was the new 1,500 four-cylinder sports model, known as the 102. Lest enthusiasts should rush in to place orders, let it be said that under the policy of building up slowly, without loans or external aid, it will be some time before the 102 comes on the market. It has all the Bugatti earmarks, with the four cylinders of 78 by 80 mm forming a single casting with a fixed head, mounted on an aluminium base chamber and provided with liberal water space completely around the whole length of the barrels and around the valve seats—the valves, of course, are inclined in the head and operated by two overhead camshafts. Unlike the 101 design, the chain-driven timing gear is at the front, in a housing entirely separate from the cylinders, and receives the pumps for either wet or dry sump lubrication. Remove the radiator and everything is accessible. The gear box, which probably will have five speeds, is under the driving seat, separate from the engine, to give better leg room and to shorten the propeller-shaft. The differential housing is in Alpac, the big diameter brake

But these are non-essentials and the real effort has been and is being made to build up manufacturing efficiency.

Perhaps the Bugatti would be described as a hand-made car, but this does not imply that it is produced by skilled mechanics with a file and a scraper as the only tools. Indeed, the proportion of high-precision tools and equipment per worker must be higher in a factory of this type than in the huge mass-production works. In the tool shop five expensive jig borers are in operation, and these will very shortly be moved to a constant temperature shop now nearing completion.

The chemical and metallurgical laboratories are complete. In a building the walls of which are still plastered with "Verboten" signs, four modern engine test beds are being installed to replace the temporary ones at present in use. The pattern shop is a model of its kind. The heat-treatment installation is of the latest type. The iron, aluminium and bronze foundries are in production. There is a

The number of engineers who worked directly under the control of Ettore Bugatti is high, this resulting from the fact that "le patron" made great efforts to hold his staff together during the Occupation, paying their salaries out of his own pocket and often protecting them against deportation. Thus the Bugatti spirit is pronounced. Nevertheless, a shortage of skilled labour was foreseen, and this was met by the opening of an apprentice department for the young men and improvement classes for the older mechanics. The first order was a difficult one: the production of jigs and tools for the Citroen Company. The first few months were difficult and costly ones for, by reason of inexperience, scrap was high. The spirit of the men, however, was excellent. They realized their deficiencies, were willing to accept low wages and to work hard, until now the apprentice school is producing skilled hands who are taking their place in the main factory.





## CORRESPONDENCE

The Scottish village of Carmarnock under a blanket of snow.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET LONDON, S.E.1

### RAINBOW CORNER

Why is There a "Colour Code"?

[63989].—How much formalism has there become established in car colours? The more sedate the style, the more sombre the colour—black for the town limousines, light colours for the sports cars. This formalism is, as one might expect, consistent with clothes—particularly with men's clothes, theirs being the more formal.

But, as with all conditions of formalism, there is a characteristic inconsistency. The Jaguar sports saloon looks *best* in black. Black does not suit the Consul at all well. It looks its best in the standard green which has been chosen, whatever other colour one may imagine it in.

The correlation between type and colour is recognized, but what are the differences in styles that condition this correlation? In other words, how much extra formalism has there become established? It would be very interesting to discover.

This could be shown by finding out what cars, by common consent, look best in one colour more than others. Manufacturers could make a valuable contribution by supplying instances of particular models being favoured more in one colour than in another.

Ilford, Essex.

INFORMAL.

### SUSPENSION

Away With Independence!

[63990].—I have concluded that the complications of i.f.s. and l.r.s. are completely wasted on the average motorist. So far as i.f.s. is concerned, there are altogether too many bearing surfaces to wear and require attention; tyre wear is increased

and toe-in can vary all too easily when parts become worn. In l.r.s., unless the drive casing is insulated from the frame, transmission noise can be transmitted to the chassis frame. It has the advantage that it can easily be removed from above and taken to the bench when work upon it is necessary. The theoretical advantage of elimination of torque effect and wheel-spin is not, in fact, very noticeable.

Neither of these suspensions comes into its own until either fast driving over rough roads or fast cornering is indulged in. Neither of these is the normal habit of the average motorist, who invariably slows down on rough roads regardless of type of suspension fitted.

My own opinion is that neither i.f.s. nor l.r.s. has any place on the ordinary family car. I suggest that if our theorists applied their minds to developing rubber suspension with ordinary beam axles, and made a genuine effort to "simplify" rather than complicate, it would serve a much more useful purpose.

A. E. MARSH.

Plymouth.

### SEEDY SALESMEN

Disappearance of the High-pressure Approach

[63991].—There was a time when I had a profound respect for those intrepid warriors of the motor industry—the car salesmen. They could sell you a car at the drop of a hat, and you had only to gaze into their showroom windows for a few seconds before they fell upon you. How times have changed! The old fire has gone out of them, and now they have become like elderly tom-cats, snoozing by the fire while the mice play unhindered round their tails!

Take my own case, for example. I wanted to buy a good second-hand pre-war car, for which I was ready to pay in the region of £2,500. I accordingly wrote to half a dozen firms, telling them my requirements, and the amount I wished to spend, and then waited for the avalanche.

Very little happened. Firm A did send down a car post haste for my inspection—at £3,250. The radiator was leaking and there was rusty water all over the bonnet, a piece fell off the running board when I stepped on to it, and after a trial run

of less than a mile the car ran out of petrol. Firm B wrote back enthusiastically to say they had just the car I wanted, a photo of which they enclosed. The photo was not in the letter, and I received a telegram the next day to say that it was being despatched immediately. I have heard nothing since. Firm C offered me quite a nice car, but owing to a typist's error, which went uncorrected, it was offered to me at nearly £3,000 in excess of its correct price. Salesman D arrived at my front door with a car at £2,500, but when I asked to see the locker he told me that this could be seen only by prizing it open with a large screwdriver, which he had forgotten to bring. Firms E and F did not even trouble to answer my letter. Of the two cars actually brought down for my inspection, neither had been washed for weeks.

Shades of the pre-war salesman! What of that gallant band who could drop a customer in his tracks at 50 yards with one loud cry of exultation, and who could woo a prospective buyer with all the ardour of a Hollywood star? "Take it or leave it" is the modern slogan.

BAFFLED.

Rottingdean, Sussex.

## CARS UNDER COVENANT

### A Defence of the Present System

[63992].—I have read the letter [63951] by Mr. W. E. Currie, of Manchester. In the first place this gentleman is entirely wrong in the wording of the letter. The B.M.T.A. is doing, I consider, a very difficult job in a very gallant way, and I think it should be made clear that when such cars as are sold during the period of the original Covenant become available to the original distributor, the operative wording is that the price paid to the customer who wishes to dispose of his motor car must not exceed original cost including purchase tax. We, as motor traders, must then resell that car at a figure not exceeding the original list price plus the original purchase tax plus 10 per cent.

This is probably not a journal where one can enter into an argument as to why nobody is permitted to make a "high" ratio of profit, and any fair-minded motorist—and, we are pleased to say, among our customers we have many—will understand that the amount of money we have to lock up in stores, in equipment—in general, the all-over service to those who patronize our business—exceeds very many times the pre-war cost. Therefore, until motor cars can become available once more for the customers' individual preference the system by which the B.M.T.A. controls the supply of new cars operates as smoothly as is firmly believed any such system can operate under present conditions.

If any motorist wishes to approach his dealer he will find in the majority—especially with an established business—that we welcome with open arms the time when we can sell our new cars freely for quick delivery and can fairly compete for purchase of the second-hand car which the customer wishes to dispose of, and the motorist must come to understand that the time is very rapidly approaching when he will have to pay for his motor, and not make a separate untaxed income by the disposal of his Covenant-free new car.

Norwich.

STANLEY J. BOSHIER, Chairman,  
Boshier and Pattenden, Ltd.

### Protection for the Owner

[63993].—The facts as set forth in the letter by Mr. W. E. Currie [63951] sound deplorable, and calculated to raise the hackles of any right-thinking man in indignation.

There is, however, the other side of the picture which should be given equal prominence. The Covenant scheme, evolved in stages after much consultation amongst the best legal brains and encouraged by the Government, is an attempt to see that cars go into the hands of people who really wish to use them and not to speculate in them. Without it speculation would have been rife. Instead of joining in such activity, however, as the retail motor trade might easily have done, having the handling of much-sought-after goods which in practically every case appreciate substantially immediately on delivery, it voluntarily restricted itself to selling at manufacturers' list prices, adopting the Covenant scheme as a legal means of ensuring that the customer played fair likewise. By their doing so a sum authoritatively estimated at over a hundred million pounds has been saved in late years by the car-buying public.

If, having purchased a car and signed the Covenant, an owner finds that after all he does not wish to use it but to sell, he will be immediately released from his bargain and, in most cases, receive back every penny of the money which he spent, having had the use of the car in the meantime. This can hardly be described as an "unenviable position." If the trader through whom it was sold now finds himself in a position to make a profit on the transaction, it is very small compensation for the losses

which, as a member of the trade, he has voluntarily accepted. Should a car owner, wishing to be released from the Covenant into which he has entered, become free to sell at any price which he could obtain, the whole Covenant scheme would fall to the ground and an instrument devised for the greatest good of the greatest number would be destroyed.

It must be remembered, too, that there is no compulsion, save the desire to purchase a new car, to sign a Covenant, and in these days of scarcity to enter into one is an agreement usually made at the time of signing the order.

May the day soon come when supplies of new cars will meet all outstanding orders, and when Covenants, quotas, declarations and all similar hateful features of a restricted market will be swept away. (And then, if pre-war experience is any guide, a purchaser of a new car who decides to sell it soon after will find that he receives some 75 per cent and not 100 per cent of the list price.)

Cheltenham, Gloucestershire.

C. M. WALKER, Director,  
Walker and Ward, Ltd.

## NUMBERS

### Spot on for a TD

[63994].—The XK120 is not the only car that can have an apt registration number in this country (letter [63831] December 7, 1951).

The photograph is of an M.G. TD that belongs to Mr. Howard



"MGTD"—an appropriate registration in Connecticut.

Metzger, of East Haddam, Connecticut, who is extremely proud of his appropriate M.G.T.D. "number."

Other interesting Connecticut plates that exist include an XK120 with GRRR and a jaunty Jowett Jupiter tourer with BURP as a registration!

Springfield, Mass., U.S.A.

ROBERT N. TUTTILL.

## FLY 1

### Memories of Some Older Number Plates

[63995].—I was very interested to notice that Lord Brabazon has FLY 1 for his latest car's registration plate, and since he is the holder of pilot's licence No. 1, this is indeed appropriate.

This subject has always been of great interest to me, and I have noticed some rather interesting number plates throughout the years. For example, the first plate issued here in Leeds was U1, which was for years carried by magnificent Rolls-Royces and later by a resplendent Wolseley Twenty-five. U2 was also transferred from car to car for many years, and when last I heard of it it was on a Rolls-Royce hearse somewhere in Hertfordshire.

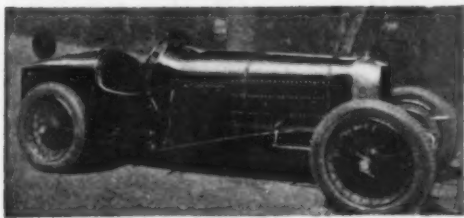
Ian Appleyard had ANW 100 for his post-war S.S.100, and when he was to obtain his XK120 he was hoping to procure JAG 120. I pointed out to him that this would belong to the Ayr County Council and would not be issued for many years, and so he had to be satisfied with NUB 120.

It appears that many people will go to a good deal of trouble to obtain interesting number plates, and I believe H.R.H. Princess Elizabeth uses HRH1 through the kindness of a Hull motorist who obligingly transferred it. I remember the chairman of the Greyhound Racing Association opened an office for a week in a Derbyshire town during 1939 in order to obtain GRA1. Jack Barclay has his JB1 and Tommy Trinder his TT1. Doubtless there are many others of similar interest.

Leeds.

JACK M. REISS.

## CORRESPONDENCE . . continued



## VINTAGE HISTORY

Information on the O.M.'s Activities

[63996].—As I had some association with the O.M. racing stable in 1928 I may be able to shed a little light to add to that already given by Mr. V. F. Ross [63956].

The car at present owned by Rolland L. Jerry appears to be a standard touring car of 1928, the super sports model of '29 and '30 being considerably lower and with a sloping radiator. In addition to the 2-litre side valve model raced so consistently and successfully by R. F. Oats, there was a "one off" o.h.v. six-cylinder, three-carburettor car and also a 1,500 c.c. straight eight twin o.h.c. blown model, beautifully made but extremely uncomfortable and not particularly sprightly. This car, after bursting the Roots-type blower, was run unblown with four R.A.G. carburettors and startling results, and if my memory is correct won the President's Gold Plate in 1929 at 114 m.p.h. when driven by A. V. Wilkinson.

Enclosed are photographs of the last mentioned and one of Oats' usual mount, although, of course, he drove all the cars at various meetings.

London, N.W.3.

C. E. WILSON.

## R.A.C. RATED H.P.

A Classic Example of Anomaly

[63997].—While glancing through some back numbers of your excellent journal, I came across the most conclusive evidence that the licensing authorities use the most inefficient method of calculating h.p. ever invented (for pre-war cars). Quoting engine size from your Road Tests we have the Ferrari 212, capacity 2,562.5 c.c., taxable h.p., 34.4. The Aston Martin DB2 has a capacity of 2,580 c.c., taxable h.p., 22.6. The difference in capacity is 17.5 c.c., the difference in h.p. is 11.8.

Upon seeing this I sympathize with any pre-war car owner who is robbed under this antiquated system of tax extraction.

Northampton.

J. HUNT.

## PERFORMANCE

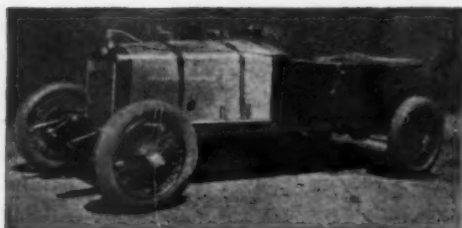
Consistency—and the Exception

[63998].—Your recent test of the 4½-litre Bentley brings to one's notice once again how (barring exceptional circumstances) a car's performance is governed primarily by its power-weight ratio. Being the owner of a pre-war 4½ I am well aware that the fascination of this car depends less on sheer performance than that of most, but let that pass. What is interesting is that after fifteen years' slow deterioration of performance, owing to added weight in successive models, a slight stepping-up of engine size has now brought it back to roughly where it started, as the following table shows.

		BENTLEY SALOON				
		4½ 1936	1937	1947	1950	4½ 1951
Lb per c.c.		0.88	0.91	0.94	0.96	0.89
Top Gear Ratio (to 1)		4.10	4.10	3.727	3.727	3.727
Maximum Speed		90.91	88.02	90+	86	100
Acceleration		sec.	sec.	sec.	sec.	sec.
0-30		—	4.9	—	6.3	4.5
0-50		—	10.3	12.7	13.9	10.2
0-60	} m.p.h.	—	15.5	17.1	17.5	13.8
0-70		—	21.1	24.2	25.8	20.1

I have not lost sight of the higher top gear in the post-war cars (third remaining roughly the same throughout), and have deliberately omitted the overdrive model of 1939, for the reason that the top and third ratios here do not bear a true comparison.

Now I come to the exception that seems to knock my whole theory on the head! The DB2 Aston Martin, with an adverse power-weight ratio—1.03 lb per c.c.—has immeasurably



A "one off" special 1½-litre straight eight O.M. (see letter 63996) and (above) the 2-litre side-valve car which R. F. Oats usually drove.

superior acceleration, except from 10-30 m.p.h., yet the gear ratios are comparable, and if anything against it, also the compression ratio is roughly the same. What is the answer to this one? Presumably bodywork has much to do with it, but is that all?

R. BAILLIE.

Bedford.

## LIGHTS

Side Lamps Sufficient for Safety?

[63999].—As a long-suffering victim of this type of car user, I would point out to Mr. John N. H. Andrews [63934] that the main point of road safety is consideration for others. The fact that he appears to be lacking in this very important asset does not entitle him to "dazzle the driver in front," a dangerous practice, or force him into purchasing expensive gadgets in self-defence.

Regarding the oncoming traffic, very few head lamps are correctly dipped anyway. Are his? My own contention is that a man who cannot drive with safety on a main, built-up area road, without head lamps, should not be on the road after dark.

B. A. HOGAN.

Horsforth, Yorkshire.

## MOTORING COSTS

The Ascending Spiral Has Some Sharp Twists

[64000].—It provides food for thought to compare costs today with those prevailing in 1936.

In that year a de luxe model of a popular make of 10 h.p. car cost £145. Today the equivalent of that model costs £572, but this does not complete the story, in that a new car is practically unobtainable. I have had a new car of this make on order since October, 1946, and the distributors cannot even estimate a date for delivery.

The alternative for someone who really needs a car is to buy a second-hand one, and this model a year old costs today about £900.

Again, income tax in 1936 was about 3s 6d in the £1, so that to purchase a car costing £145 an earned amount of £175 was necessary. Today, to buy a car at £900 with income tax at 9s 6d, an amount of £1,565 is needed, so there we have the straight comparison: 1936, £175; 1952, £1,565; to say nothing of the increases in running costs, petrol, oil, tyres, spares and insurance.

E. H. MORGAN.

Northwich, Cheshire.

## STREAMS

Importance of Non-pollution

[64001].—It must indeed be some years since your contributor Mr. Douglas Bolton spent much time in his native county for him to have to compare its amenities with Devon and Cornwall (January 18), but perhaps we had better let that discussion go by default, although, as a Yorkshireman myself, I am surprised that he made the comparison.

But I must ask him, and any other visiting motorists, to refrain from using our North Riding streams for car-washing purposes.

It is just the sort of thing that gives visiting motorists a bad name and makes them unwelcome visitors, far more so than descending the hill into Ruswick Bay.

Our North Riding streams are, thank goodness, clear and free from pollution, and hold trout and salmon. The small stream he mentions, whilst not a salmon river, does hold trout. Another

## Making light of heavy weather!



*Forget the cold outside! Under the Lanchester bonnet is a built-in heater which circulates fresh, warm air throughout the interior. The wide-curved Lanchester wind-screen gives you a clear, unobstructed view of the road; you drive without worry or strain in an easy, 'just right' position, thanks to the roomy bench-type front seat with each half separately adjustable for driver and passenger.*

WINTER is the testing time for any car—and here the Lanchester shows its sturdy character at its very best. Those qualities you enjoy in summer motoring—the sense of positive control, superb road holding and absolutely dependable brakes—are now your guarantee for carefree driving over winter's treacherous roads. Eager starting in snow or frost is given by the specially designed carburation system which reduces the warming-up period to the minimum. Lithe, lively performance at all times, together with wonderful 'big car' comfort for driver and passengers, place the Lanchester in a class of its own.



BY APPOINTMENT  
Motor Car Manufacturers  
To H.M. King George VI

the lively, likeable **Lanchester**

THE LANCHESTER MOTOR COMPANY LIMITED · COVENTRY L39

DOMINION-  
the driving  
spirit!



Distributors:

National Benzole Company Limited

Wellington House, Buckingham Gate, London, SW1



## CORRESPONDENCE

continued

similar stream near Falling Foss (not Falling Force as he calls it) was wrecked as a trout stream and I was informed by a keeper in the district that this was almost entirely owing to the washing of army vehicles during the latter part of the war.

Apart from any matter of fish and angling, Mr. Bolton should realize that these streams may also serve other purposes which rely upon their purity and cleanliness being unimpaired.

Twickenham, Middlesex.

FLUIDRIVE.

## CAR WASHING

Why Not Dress for the Job?

[64002].—I am rather at a loss to understand why your two correspondents, Mr. J. B. Bowers [63972] and Mr. C. Lister [63923], should condemn "M. A. M." for his methods of car washing. Why not put on oilskins or an old mackintosh and rubber boots? Your correspondents will get wet if they do not, more especially if they wash the top of the roof without standing on something, as advocated by "M. A. M."

Although, as a general rule, post-war cars are easier to clean than pre-war, there are many awkward corners where a brush is useful, if not essential.

V. H. TUSON.

Chipstead, Surrey.

## MIDDLE OF THE ROAD

Defence of the Centre Party

[64003].—In fairness to the crown-of-the-road crawler, let us review his position. In towns, if he eases right over to the left side after overtaking a stationary vehicle he must inevitably ease out again soon in order to overtake another one. Just as he is about to do so, along comes a thrusting overtaking driver from behind who blasts his horn, skims past his right side front wing, and drives the slower driver into the stationary vehicle.

Or again, if our crawler keeps out from the kerb in towns, sooner or later he is overtaken on the left side, with a resulting "cut-out" on the part of the overtaker. This inevitably makes the slow man afraid to go near the kerb at all.

London, W.4.

J. W. C. TATLER.

## EFFECT OF ALCOHOL

Report in Preparation

[64004].—In your issue of January 18, The Scribe asks, "Why does not the B.M.A. issue statements on such important subjects to the Press?"

He and your readers may like to know that this Association recently appointed a committee to revise and bring up to date this Association's report on *The Relation of Alcohol to Road Accidents*, which was originally published in 1935 and *Tests for Drunkenness*, which was published in 1927. It would be misleading and mischievous for us to issue any statement until this committee has completed its deliberations and made its report.

London, W.C.1.

JOHN PRINGLE,  
British Medical Association.

## CAR COMPASSES

Another Shipmaster Has Other Ideas

[64005].—I have had five cars fitted with three different car compasses in the past 20 years, and I am the holder of a foreign-going shipmaster's certificate.

The practical use of a car compass must be a matter of opinion, but the accuracy of such an instrument is a matter of fact. Provided some trouble is taken to find the best position for a compass, and that sufficient care is taken over its adjustment, the maximum deviation should not exceed five degrees, and this, for all practical purposes, is negligible.

If "Foreign Going Shipmaster" [63955] will ponder on what follows he will, I hope, appreciate why this can be. The ideal is to correct each coefficient of the total error with like by like, so that changes of latitude and the motion of the ship will not appreciably alter the deviation. Then much permanent magnetism is built into a ship by the riveting that goes on during the lengthy time a vessel is on the stocks. It follows that as a car does not normally change its position on the earth's surface to any extent, and as it does not roll or pitch, it is theoretically possible to correct all semi-circular errors with fore and aft and athwartship permanent magnets, and that proportionately there will be less permanent magnetism to correct in a car than in a ship. My practical experience is that in a car quadrantal errors

are small, and that a little juggling with the permanent magnets can bring the maximum deviation down within acceptable limits.

I find that with a saloon car the best position for a compass is the centre of the windscreen, in a place frequently taken by the rear mirror. The mirror, which usually contains but little steel, can be refixed somewhat to the right of centre and is fully efficient in that position and does not affect the compass. Don't expect good results with a steering column gear lever and a compass on the fascia deviation can vary 20 degrees or more depending on what gear you are in.

J. M. BOOTH.

Guildford, Surrey.

## ROAD HOLDING

More About F.W.D. and Cornering

[64006].—Mr. Holland Birkett has stated that f.w.d. cars are treacherous on ice [63906]. Several correspondents reply indignantly that f.w.d. increases the cornering power of a car when the engine is pulling. If this is true, they will also have to admit that the cornering power is diminished when cornering declutched or on the overrun. This leads to the following consequences.

Suppose a long, icy bend with constant radius. You enter fast with a f.w.d. car and apply the power to corner safely. The car accelerates, and if the bend is long enough the car will reach such a speed that it slides off the road. An attempt to stop the acceleration will diminish the cornering power and throw you off the road. A bend that grows sharper is more dangerous.

Cornering on the overrun not only gives you low cornering power. The braking effect of the front wheels also gives the car a liability to gyrate. Descending a steep, icy hill with bends is a real nightmare with f.w.d. A car that needs constant acceleration to hold the road well, and that is dangerous to brake with the engine, is certainly no successful proposition for icy roads. It requires skilful driving to perform really well.

Whatever theories are put forth, the cold fact is that r.w.d. cars are today superior in road races, rallies and trials. There is no f.w.d. racing car that can challenge Alfas, Ferraris and the other top-rank racing cars of today. One might also point to the Monte Carlo rally, which has been won by f.w.d. cars practically every time, in contest with many f.w.d. cars. Congratulations to Sydney Allard!

Stockholm, Sweden.

BENGT LOF.

## MONTE CARLO RALLY

The Jaguar that Wasn't

[64007].—With reference to the excellent article, in the February 1 issue of your journal, on the Monte Carlo Rally, should not the car shown in the photograph on page 139 on the Col des Lèques hairpin as W. R. Flockhart's Mark VII Jaguar actually be a Ford Pilot? It appears to be that model and would tally with the results as published. R. T. BEAN.

Barkingside, Essex.

[Our correspondent is correct, and we thank all those who have written in the same vein.—Ed.]



Recommended by "The Autocar"

- "The Autocar" Road Tests, 1951 Fully Illustrated £4 (By post 5s 3d)
- Roads of France: A Guide to tourist routes. By A. G. Douglas Cleare, B.Sc., A.M.I.Mech.E. 5s (By post 5s 2d)
- Rallies and Trials By S. C. H. Davis 15s (By post 15s 6d)
- A Racing Motorist: His Adventures at the Wheel in Peace and War. By S. C. H. Davis 10s 6d (By post 10s 11d)
- The Motor Vehicle (4th Edition). By K. Newton, M.C., B.Sc., A.C.C.I., A.M.I.Mech.E., and W. Stead, O.B.E., B.Sc. (By post 35s 9d)
- Automobile Electrical Equipment (4th Edition). By A. P. Young, O.B.E., M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E., (By post 25s 8d)
- Servicing Guide to British Motor Vehicles: Cars, Commercial Vehicles and Tractors. By J. H. McHastie £3 3s 6d (Post free)

A COMPLETE LIST OF BOOKS IS AVAILABLE ON APPLICATION

From all leading booksellers or from:

Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.



The Danish-owned Ford Zephyr of R. S. Nellemann and P. S. Jensen shoots the rock arch on the middle slopes of the Col des Lèques. They had come from Stockholm.

## Monte Carlo Medley

FURTHER REFLECTIONS ON A HISTORIC RALLY

**E**VERY year, the famous Monte Carlo Rally casts its spell over motoring enthusiasts the world over, and for a week or two they can talk of little else. They may profess no interest whatever in the long-distance rallies; they may begrudge all space in a motoring journal which is not devoted exclusively to racing, or possibly trials, as the case may be; but once the "Monte" starts they listen to the radio commentaries and scan the news as keenly as anyone else.

Speaking of the radio commentaries brings one to the realization of the part played by the radio in covering this great event. There can be no question whatever that the B.B.C. has for the last year or two done a very good job indeed in this connection, and increased a thousand-fold the interest shown in the event by the general public; this interest is now colossal, and undoubtedly greater than that in any other motoring manifestation. Gradually, perhaps, the radio will assist the majority of the people in this country to see as keen an interest in and appreciation of the finer points of motor sport as is shown in Italy and France.

Sydney Allard's victory was universally

popular, and even the French competitors, who were naturally rather despondent at the result of the rally, were pleased that it was Allard who had wrested first prize from them after so many years. Two years ago, in the 1950 event, Sydney had the worst luck which could possibly have befallen him. After he had successfully completed all the difficult mountain sections without loss of time, the ignition lead fell off the coil of his Allard on the

FURTHER PICTURES ON PAGES 168-9

last easy run between Nice and Monte Carlo, and he was two minutes late on arrival as a result. Two minutes, after three days and nights—and in a really difficult rally, when only five competitors finished with a clean sheet! To rub salt into the wound, moreover, his time in the acceleration and braking test (which was automatically taken at that time on arrival at Monte Carlo) was two clear seconds quicker than that of any of the lucky five, and had Allard been eligible for the regularity test there was every prospect that Britain would have provided the winner—but he was not so eligible, because

of his lost two minutes. However, he has made up for it now.

Greta Molander's capture of the Coupe des Dames was another popular win; Greta has now successfully completed the course within the time limit in no fewer than eleven Monte Carlo rallies, but has won this coveted award on only one previous occasion, in 1932. In that year she was at the wheel of a large car, an American Chrysler, but this time she had only the little 764 c.c. Swedish two-stroke Saab to take her around, which makes her achievement the more meritorious. Whether the brilliant tartan colouring of the tapestry upholstery against the sky-blue background of the car's cellulose contributed to her success is arguable—but it certainly made a colourful ensemble, and no doubt kept up the morale of the crew.

When the list of the fifteen competitors to reach the finish without loss of marks was published and assimilated, there were many people who thought that the first place would very probably be filled by a previous winner—Marcel Becquart, who achieved this distinction in 1950. This year, in place of the Hotch-

kiss which was his mount on that occasion, he was driving a British car, a Jowett Jupiter fitted with an Italian-made coupé body by Farina; and very nice it looked. In the comparatively early stages of the rally he had the misfortune to hit an Alsatian dog, while travelling quite fast, which did the front of the car no good at all (and the dog, even less), but he had sufficient time in hand at Paris to get a remarkably good repair job done, so that the damage was barely visible at all, except under very close scrutiny. This car, light of weight and lively to handle, was considered by many to be practically ideal for the regularity test under the conditions of snow and ice which obtained on the fateful Sunday; but a persistent misfire in the early stages of the test spoiled Marcel's chances of repeating his 1950 victory, and he eventually finished fifth.

Had the roads for the regularity test been dry and free from snow, the obvious principal contenders for first place would have been Sydney Allard and Louis Rosier, both at the wheel of powerful cars,

entered as of 760 c.c., was actually fitted with the later 748 c.c. engine, while it was also non-standard in some respects not permitted in the regulations, and he was therefore disqualified.

Among the many unfortunates to lose much time en route were the Reece cousins with their Prefect-engined Ford Anglia, which chose a most inconvenient and dangerous spot, almost athwart a level crossing, to die on them in a snowstorm with fuel pump trouble. This necessitated

the changing of the pump by Jack Reece, who lay on his back in the snow trying not to watch other cars skidding towards him, and burning his knuckles on the hot exhaust manifold meanwhile—not the happiest time of his life. But they finished within the time limit, and not by any means last at that.

So the stories could go on, and will no doubt go on, losing nothing in the telling, until the time comes for next year's rally—and a new set of stories.

## COACHWORK COMPETITION

THIS YEAR LENT POINT TO SPECIAL EQUIPMENT

**A**LTHOUGH the rally weather was generally so severe, and the weather at Monte Carlo itself was disappointing, there was a bright, sunny morning on Monday of last week when the coachwork competition was held.

The Riviera sheet-metal workers had, as usual, stayed up all night working miracles to repair the damage suffered on the road section and few of the sparkling cars which faced the judges on the terraces of the Casino showed any signs of their ordeal. Two of the main prize-winners, Waring's Mark VII Jaguar and Anderson's Minx, had had severely damaged front wings completely restored and recellulosed.

The variety of coachwork on view was restricted this time by changes in the rally regulations which excluded convertibles and left only closed cars eligible. The great majority of the entries were of standard types already familiar to readers of *The Autocar* and interest, therefore, centres on the special equipment which is considered helpful in driving across Europe to a strict time schedule in the severest winter weather.

Heaters are now normal equipment, but few competitors are prepared to rely on them alone in keeping windscreens clear of snow and ice. The electric de-froster and the duct taking warm air from bonnet to screen were both in evidence. Tyres also came in for close scrutiny in view of many bitter experiences on snow and ice, and there seems to be a move away from snow chains in favour of tyres with heavily buttressed treads designed to give equivalent traction. The rally-winning Allard had Trak-grip tyres which had been sliced by the Pneugrippa process to



T. H. Wisdom and Lord Selsdon (Daimler) at Digne control.

the Allard and the 4½-litre Talbot Lago. Although the test was calculated, so far as possible, to favour no particular size of car, yet to maintain even a 45 k.p.h. average up the acute *lacets* of the Col de Braus was impossible without an immense degree of acceleration; but on ice and snow the story was a different one, and Rosier was one of the many unfortunates to bury the nose of the car in a snowdrift and lose much valuable time thereby.

Certainly France did not fare well this year; the Coupe des Dames went to Scandinavia, the team prize (for a nominated team of three cars) to Germany via Mercedes-Benz, and the 1,100 c.c. class to Germany via Volkswagen. France, therefore, was left with wins in the 750 c.c. class (in which all the competing cars were French), the 1,500 c.c. class (the splendid Simca performance of Dr. and Mme Angelvin, also third in the rally as a whole) and the secondary team prize for the best performance by any three cars of one make, which went deservedly to Peugeot, who had five representatives in the first fifteen. The 750 c.c. team prize went to France's Dyna Panhard. At first it was thought that Jean Sandi had captured the 1,100 c.c. class for France; but at scrutinizing it was found that his Renault,



The Mark VII Jaguar with which W. H. Waring won the over-1,500 c.c. class in the Concours de Confort. Two roof-top spot lights were fitted.

## COACHWORK COMPETITION

continued



The Fiat of Scaramella and Coppola crosses the bridge over the icy Rhône on the way from the Simplon Pass to Lausanne.

increase the grip on ice, frequently a weak point with bold and knobby treads. The Sunbeam-Talbots had the Swiss Pallas snow tyres on the rear wheels. These have treads with big, square extensions at the sides to give traction in snow, and fine cross-cuts over the centre portion to grip on ice. Another interesting tyre was the Trelleborg, seen on the Swedish Saab cars. This has a tread with deep transverse cuts and a circumferential furrow round the centre. If conditions are really bad the tyre is deflated and a loop of bicycle chain is slipped into the furrow, with its edges just proud of the rubber tread.

A fitting which really proved its value in drifting fog on dangerous, snowbound mountain roads, was the roof-top spot light, moved by remote control from inside the car, and several of the cars in the concours had them. There were also batteries of road lamps, fog lamps and auxiliary illumination of all kinds; a total of nine lamps on the front of the car was by no means unusual.

Unditching gear, snow mats, special jacks and snow shovels were there in plenty, and this year many competitors had been forced to put them to practical use. Gatsonides, with an eye to dramatic effect, had anchored his Humber Super Snipe to a lamp post by a massive system of ropes and pulleys.

The results of the concours this year caused an extraordinary amount of discussion, as many people considered the

Grand Prix d'Honneur was certain to go to the Hooper-bodied Daimler. It was a big, square car in a somewhat unattractive colour scheme, but this was a *concours de confort*, not a *concours d'élégance* and it was superlatively equipped. Moreover, it had proved itself a thoroughly practical rally car and, brilliantly driven by Wisdom, had put up a most creditable performance among the exclusive first fifty admitted to the eliminating test. It not only had wipers for the head lamps—there were also sprays to clean the lenses. For fog there was a special lamp shining a light from near the tail of the car and the big luggage locker was supplemented by a roof rack which was reached by a collapsible ladder.

#### Old Faithful

Having rejected the Daimler, the judges must indeed have had a difficult task in deciding between Couper's Mark VI Bentley and Waring's Mark VII Jaguar. The equipment used by Couper is familiar from previous appearances; it includes a fog lamp on an extensible boom and clearly comprises those items which most appeal to the judges, as his record shows.

The Jaguar had, however, certain strong attractions. The spacious interior was matched by a really cavernous luggage locker and there was much useful equipment, including two roof-top lights, radio, an extra tank bringing the fuel capacity up to nearly 30 gallons, twin spare wheels

and chains, shovels, unditching gear and snow mats. The navigator's table was shielded from the driver and included a strip map of the whole rally route, mounted on rollers and internally illuminated. There was also a Smith's Chrono-counter, specially calibrated and driven from the gear box in order to assist in maintaining an exact average speed.

The remaining exhibit of outstanding merit was Anderson's Minx, which carried much of the special equipment that gained him success last year. It ranges from a washbowl with hot running water to the most elaborate equipment for taking meals *en route* and beautifully finished baize-lined cases with a vast assortment of spare parts all clipped in place. Every cubic inch of useful space under the bonnet, in the doors and in the tail, is put to use and it has been whispered that if only the accommodation for the crew were larger, the car might have won the Grand Prix. It is not difficult to believe that the same care and ingenuity lavished on a bigger car might put Anderson in an unassailable position.

The *concours de confort* is almost traditionally dominated by the British industry, but it would be unwise to ignore the fact that the prize for the best ensemble of three cars, like the Charles Faroux team trophy in the rally itself, was won by Mercedes-Benz. The cloud of competition gathers on the eastern horizon.





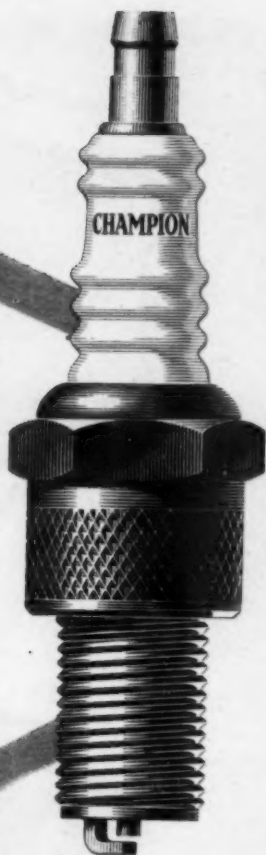
*Official Retailer*  
**ROLLS-ROYCE & BENTLEY CARS**

*Details of New & Used Cars on Application*  
**AUDLEY HOUSE, NORTH AUDLEY STREET LONDON W.1.**  
*Telephone: MAYFAIR 5242-3-4*



**The NEW**  
**AUSTIN 'A40'**  
**SOMERSET SALOON**  
**is fitted with**  
**DEPENDABLE**  
**CHAMPION**  
**PLUGS**

*\* Austin uses dependable  
Champions exclusively*



CHAMPION SPARKING PLUG COMPANY LIMITED FELTHAM MIDDLESEX

# WINTER CUP TRIAL

HERTS A.A.C. ARRANGE SOME INTERESTING  
OBSERVED SECTIONS AND A RECEPTIVE SHRUBBERY

**F**INE and frosty was the weather when 19 competitors left the Lambert Arms, Aston Rowant, Oxfordshire, to tackle the seven hills chosen for the Herts Automobile and Aero Club Winter Cup Trial. Some knowledgeable types were heard to declare that, as the ground was frozen, everyone would have clean sheets; but this was found to be far from true, as only the first section of the renowned Crowell failed to stop anybody. The second section—divided into two parts—was stiffer, and nine entrants failed to clear this hazard and had to receive considerable outside assistance from the spectators and marshals.

The results of the Lewknor Hill special test were to be used only in the event of a tie. Competitors started from a line, accelerated to stop astride a line at right angles to the lane in a gateway, backed down the slope astride the starting line, and accelerated to cross the finishing line some 200 yards farther up the hill. Best time of 34s was put up by R. Wateridge in his Peaseman Special. Maidensgrove was the scene of the next observed section, through which most of the entry passed without mishap, despite a very cunning chicane in the middle. Shillingridge turned out to be the first of the two sections that really made the entry think.



The winner of the Winter Cup Trial, E. J. Chandler, in action during the special tests.



H. R. Smart's passenger bounces furiously to help in the test at Lewknor.

Failure on any one of the five sub-sections meant failure of the complete test, and only J. Tucker Peake (Scarlet Runner) and E. J. Chandler had clean runs.

Cockshoots, whilst not looking too severe, turned out to be another stopper by reason of its three acute bends, off which many competitors slid into the surrounding shrubbery. This was the only section of the entire event which the ultimate winner, E. J. Chandler, failed to get through clean.

The final section of the day caused a certain amount of dismay to those competing, especially to N. H. Overton (Overton Spl) who holed his radiator and promptly seized his engine.

Upon signing off at the Kings Arms, Berkhamsted, most people agreed that they had had a most enjoyable day, and that it had been a very fair, though at times tough, course.

## RESULTS

Best performance: Chandler Spl (E. J. Chandler), 173 marks.

Best performance by Member of Herts A. and A.C.: Price Spl (D. W. Price), 150 marks.

First-class Awards: Overton Spl (N. H. Overton), 160; B.S.T. (H. E. Smart), 155; Ford Spl (J. J. Walker), 155.

Second-class Awards: J.C.B. (J. C. Smith), 150; Pettit Spl (G. Pettit), 155.

Team Awards: Herts A. and A.C. team—E. J. Chandler, J. C. Smith, D. W. Price.

## CLEE HILL CLASSIC: SNOW AND FROZEN MUD versus THE SPECIALS

**I**T was bad luck for the Hagley and District L.C.C. that the announcement by the R.A.C. that the Clee Hill Trial would be included in those events which count for the Trials Championship was made on the closing day for entries; otherwise, an even better entry might have been expected than 48. So the Clee Hill event is now a classic!

Last Sunday's trial certainly provided all the hazards that the most hardened mud-plugger could wish for. It was held over a figure-of-eight course, Bridgnorth, in Shropshire, being the centre. The odd numbers went off to Meadowley, the Yeld, Upper Bush and Neenton, while the even numbers tackled Envile. Each section included an acceleration test. After the lunch stop the entry reversed its course, the even numbers covering the Meadowley to Neenton sections, and the odds the Envile section.

The weather played quite a part in things, for although it was a cold and brilliant morning, it thawed during the day. Meadowley was, therefore, easier in the morning, for frost had firmed some of the mud; there were nine clean climbs. In the afternoon there were none! The mud had become soft. There was quite a

bit of snow about, too, and it added to the trickiness of the acceleration test, a difficult section around a hairpin with a nice bank waiting to be rammed. Best time here was 13.2s, put up by F. D. Woodhall's 1,184 c.c. supercharged H.F.B., with J. Deeley's Cranford second, in 14s, followed by N. E. Weston's Dellow with 14.1.

## The Yeld

The Yeld is a cart track across a common, and in four earlier events it had been climbed only four times. The organizers considered it to be comparatively easy because it was partly frozen, but only three competitors—J. S. Jenkins (Morris 1,172), F. E. Wall (Dellow 1,172 s) and L. J. Oliver (Oliver 1,172)—could claim clean climbs at its finish.

But then came Upper Bush, which stopped the lot! The lower sections were the worst, because under the frozen mud was a layer of soft mud, and the whole became well churned up. P. A. Adkinson's special, J. S. Jenkins' Morris, and R. W. Phillips' Austin-Javelin got the farthest up before adhesion failed. Neenton, although a mixture of mud and

boulders with an S-bend, stopped only seven.

The Envile hills, marked I, II, III and IV, are twisting tracks between trees with a gradient of about 1 in 3 on section III. Sections I and II accounted for most of the failures. Between III and IV came the second acceleration test on a slippery surface, with a right-angle start and finish. Fastest time was Phillips' 21.65s in the Austin-Javelin, with Goff Imhof's 1.250 (s) Imhof Special next in 22.46s. But the Imhof blew a gasket farther on, and failed to finish; so, too, did E. E. Smith's 1,172 Dellow, which suffered a slight derangement of the steering from contact with a tree which deliberately got in the way.

## PROVISIONAL RESULTS

Clee Trophy: Ford 1,172 (I. D. L. Lewis), 20 marks lost.

Bell Cup (best performance under 1,650 c.c.): Austin 747 (J. D. Hollingsworth), 52.5.

Hagley Cup (best performance 1,650 to 1,999 c.c.): Ford Spl 1,172 (W. C. Cuff), 25.

Broomgrove Cup (best performance over 1,999 c.c.): Austin-Javelin 1,486 (R. W. Phillips), 22 marks lost.

Under 1,650 c.c.: 2nd-class award: Singer 572 (H. Lawrence), 51. 1,650 to 1,999 c.c.: 1st-class award: Oliver 1,172 (L. J. Oliver), 24; Franklin 1,659 (G. M. Seward), 25.

2nd-class award: Morris 1,172 (J. S. Jenkins), 56.



The new formula 2 Cooper, with the Bristol engine (described in "The Autocar" of January 18), at speed on the Brabazon runway. John Cooper is at the wheel.

## THE SPORT

by J. A. COOPER

NOW, for the rally-minded, is the time to consider the next two big rallies of especial interest to this country. One, of course, is the second R.A.C. Rally of Great Britain, which runs from March 31 to April 5, while the second is the Tulip Rally, scheduled for April 21 to April 26. This year's R.A.C. Rally, which is being sponsored by the *Daily Telegraph*, has two starting points, Hastings and Scarborough; the latter also forms the finishing point. The route will have a total length of 1,770 miles, and will include various special tests, of both speed and regularity; one will take place at Silverstone, another at Castle Combe, and so on. The average speed for the rally is 24 m.p.h., and secret checks will be set up to penalize competitors who average more than 40 m.p.h.; this is to discourage the dicers and appease the unbelievers. The route will also include some interesting sections in Wales and Scotland, and night stops will take place at Blackpool and Edinburgh. Cars will be divided into three categories: open cars, closed cars up to 2,500 c.c., and closed cars above that capacity. There will be two main awards of equal status, for the best performances by an open and a closed car respectively. Entries should be sent to the R.A.C. before February 25.

The Tulip Rally this year should be even better than last, which is saying a lot; there are ten starting points (London being that for this country), and after a preliminary section of about 500 miles all the routes will converge on Brussels, thence to cover a common route of about 1,600 miles to the finish at Noordwijk. The special stages en route, for which special average speeds are set, will number five this year, and will include again the "Route of the Fifteen Mountains" and the "Route of a Thousand Corners," although not quite over the same roads as were used before. There will also be at least three eliminating tests during the rally, to be used as tie-deciders. More details will follow later; all enquiries to the organizers, the R.A.C.-West, 259, van Alkemadeaan, The Hague, Holland.

THAT phenomenal marathon, the Algiers to Cape Town rally, will be run again this year from December 15 to 25. Algiers, Oran (in Algeria) and Casablanca have been chosen as the three starting points.

The entry will be divided into three categories, the Panthers, Gazelles and sidacar combinations. The Panthers—and I imagine that they will need something of the fleetness and strength of these animals—is another name for the fifty touring cars that will be competing in the event, making 186- to 310-mile runs between stops, at a minimum average of 25 m.p.h. The Gazelles, limited to 20

entries, will be cars able and willing to reach the Cape in one run, with no restrictions imposed upon their drivers as to stopping points.

Well, if anyone wants a great adventure, there it is. Last year some of the roads in Central Africa were almost non-existent, but I am told that these are now being subjected to a ten-year plan under which it is hoped to have a good road from Cairo to the Cape; which will, of course, detract from the fun enormously!

The baby Renaults made a fine run in the 1951 event. Most cars were fitted with huge agricultural-type tyres, and there was relatively little tyre failure.

I nearly forgot; almost more important than the jack is a rifle. A lion watched a wheel change last year!

\*\*\*

THE full list of trials qualifying for the British Trials Drivers' Association Gold Star for 1952 is as follows:—

February 3, Mastey and D.L.C.C. Clee Hill (already run); February 10, Southsea M.C. Presidents' Trophy trial; February 17, North Midland M.C. Kitching Trophy; March 2, Yorkshire S.C.C. 4-44 Trophy; March 22, Sunningdale M.C. 4-44 Trophy; March 25, M.C. Car Club (N.W.) Cockshoot; April 20, Lancashire and Cheshire C.C. Derwentdale Sports; May 25, B.A.R.C. Wilson Trophy; September 28, Plymouth M.C. 200 Clubhouse Trophy; September 28, West Hants and Dorset C.C. Knott Cup; October 12, Taunton M.C. Allen Trophy; November 1-3, Sheffield and Hallamshire M.C. High Peak; November 8, Cheltenham M.C. Cheltenham; November 9, Cernian M.C. Knockland Trophy; November 22, Bristol M.C. Roy Padden Trophy; November 30, Kentish Border C.C. Kentish Border; December 6, N.W. London M.C. Gloucester trial.

\*\*\*

HOWEVER improbable a "sun rally" may sound at this time of the year, the regulations for the fifth Rallye Soleil to Cannes are already published, and indicate a good programme for intending entrants, run from April 6 to 12.

There will be a ceremonial dinner in one of the magnificent Rheims cellars on the first day of the event, followed the day after by a kilometre test, taken from a flying start. Competitors—whose cars will be divided into two categories, touring and sports—will leave Rheims on April 8, and arrive the following morning.

### The Man at the Wheel

C. R. INSTONE

In 1905, E. M. C. Instone, driving a Daimler, made the first Shelsley record time of 77.6 sec. Thus early was Rupert Instone set an example to emulate. His own first appearance at Shelsley was in 1932, when he clocked the time of 65.6 sec in his G.N., named Martyr, which was then in its unsupercharged form. From this time onward, Rupert could be seen twice a year urging Martyr up Shelsley, but his mount was by no means unaltered from one season to the next. Its basis endured, while various transformations were forced upon it, from unblown J.A.P. twin, blown J.A.P. twin, to its present form which boasts i.f.s. From this it will be realized that Martyr's owner is an indefatigable constructor of specials, a fast disappearing race, one remembers regretfully, so far as Shelsley is concerned.

For a while, Rupert held the record at Gopsall Park, of blessed memory, until deprived of it by John Cobb's Delage, and in between times he drove a 1½-litre Bugatti at Donington. It was, therefore, only natural to find him a member of the Bugatti O.C., and so to Prescott! The beautifully made Djinn, his present mount, is supplemented by the 500 c.c. Mezzolite, of advanced design.

Instone spent the whole of the war in building specials—as a Major in the Royal Armoured



Corps on tank experimental work. Now 41 years young, he runs his own engineering concern in Coventry, from which he seeks relief in building his specials at home. This work—for hobby is too mild a word—is borne with great good humour by his charming wife, though it amounts sometimes to near scorched earth methods and has infiltrated, when in the full swing of production, as far as the dining room. Their son, Martyn, 16½ and at Stowe, is a "true believer," and regards the adoption of Silverstone as a motor racing circuit as an act of Providence. So it goes on!



*makes molehills  
out of mountains!*



**POWER PETROL**

*The name to remember when brands return*



"Give me **CASTROL**  
every time"

MORRIS recommend Castrol.



CASTROL is also recommended for Riley, Wolseley and M.G. cars



## THE SPORT

continued

at Cannes, where a hill-climb will be run during the afternoon.

The next two days will, I understand, be fully occupied with rally festivities, highlight of which will be a reception given to competitors by the Mayor of Cannes. Organizing club is the Cannes Automobile Club, of 20, Quai St. Pierre, Cannes.

**A**NOTHER interesting French rally is the Paris-St. Raphael for feminine drivers. This will start on February 27 with a reception at the A.C.F. headquarters in Paris; the competing crews will leave the Place de la Concorde, Paris, on February 28, at one minute past midnight, and drive to Aix-en-Provence, with a time control at Lyons. The next stage is to Sestrières, via Gap and Mont Gênevère (February 29); Turin to San Remo (March 1); and San Remo to St. Raphael, the finish, with a timed test to be undertaken on the Grand Prix circuit at San Remo. There is a change this year in

ant, Walsall, was quite an affair. The club's president, Alderman W. R. Wheway, J.P., was in the chair and the guest of honour was the Mayor, Alderman T. E. Mayo, who, in proposing the toast of the club, revealed himself as a first-class raconteur of Black Country stories. The response was by D. F. Truman, the club chairman, a well-known Cooper 500 enthusiast, and the toast of the guests was given by F. A. Denning, chairman of the social committee, to which Douglas Cleave, Midland Editor of *The Autocar*, responded.

Awards for the autumn trial were then presented by the Mayor, with suitable sallies at the expense of the winners, after which the 90-odd members and guests danced. The club is to be congratulated on having made a very promising start, and it is obviously looked upon with favour by the local authorities.

**L**AST Friday the Sporting Owner Drivers' Club's annual dinner and dance was a special occasion because it marked the club's coming of age. As usual the Bell Hotel at Aston Clinton, Hertfordshire, was the rendezvous, the dinner being under the chairmanship of the honorary secretary, L. P. H. Lockhart.

The S.O.D.C. is among the smaller clubs and it was natural that in the speeches reference was made to the difficulty of providing an adequate staff of marshals and competitors for ambitious events. However, the secretary of the Berkhamsted club made some useful suggestions about combined events which no doubt will be encouraged this year.

The club's 21st birthday health was proposed by Laurence Pomeroy, and the guests by O. Issard Davies, to which Michael Clayton, of *The Autocar*, responded. As so often with the not-so-huge clubs the members were well known to each other—a state of affairs which meant a bright evening.

## CLUB NEWS

**Bentley D.C.**—That hardy perennial, the Bentley Drivers' Club's Eastbourne Rally, is with us again, to be run on the weekend of March 22 to 30. Competitors will start from one of the six starting points—in London, Newmarket, Atherstone, Alveston, Fordbridge, and Uckfield—on Friday, March 22, late in the evening. All routes will converge upon Aston Rowant, in Oxfordshire, whence the route will lead to Box Hill, competitors arriving there in time for breakfast on the Saturday morning. A regularity test will follow at Goodwood, before the finish at Eastbourne for lunch. During Saturday afternoon driving tests will be organized on the seafront at Eastbourne. On Sunday, March 30, the morning and afternoon will be fully occupied with a hill-climb at Bo-Pep Hill on the Fife estate, ten miles from Eastbourne.

Regulations may be obtained from Lt.-Col. C. H. D. Berthon, "Madges," Long Crendon, Buckinghamshire. Closing date for entries is March 3. Members of the following clubs have been invited to compete: Aston Martin O.C. (driving Aston Martins); Lancia M.C. (driving Lancias); Lagonda C.C. (driving Lagondas); Metropolitan Police Motor Driving School Sports Club; Vintage S.C.C. (driving chain-driven Frazer Nash cars, 30-98 Vauxhalls, 36-220 and 38-250 Mercedes-Benz, or 3-litre Sunbeams).

**B.A.R.C.**—There will be a dinner-dance in the ballroom at Grosvenor House Hotel, Park Lane, London, W.1, on Tuesday, February 26. Starting at 7 for 7.30 p.m., dancing will continue until midnight. Tickets (£1 12s 6d each) may be obtained from H. J. Morgan, 55, Park Lane, London, W.1.

## COMING SHORTLY

- FEBRUARY 5.**—Warrington and D.M.C. Meeting, Clubroom, Bridge Foot Garage, Wilderspool Causeway, Warrington, Lancashire, 8 p.m.  
 8.—Shenstone and D.C.C. Annual dance and presentation of awards, Parson and Clerk Hotel, Chester Road, Streetly, Staffordshire, 8 p.m.  
 8.—Allard O.C. (Northern Centre). Inaugural meeting, Parkway Hotel, Otley Road, Bramhope, near Leeds, 7.30 p.m.  
 9.—Lancia M.C. Film show, London Stone Inn (opposite Cannon Street Station), Cannon Street, London, E.C.4, 6.30 p.m.  
 9.—Herts County A. and A.C. Annual dinner and dance, Buck's Restaurant, High Street, Watford, Hertfordshire, 6.30 for 7 p.m.  
 9.—A.C. Owners' Club. Annual dinner-dance, Rembrandt Hotel, South Kensington, London, S.W.7, 7 for 7.30 p.m.  
 10.—M.G. Car Club (S.E. Centre). Childrens Trial.  
 10.—Southsea M.C. President's Trophy Trial, starting from the Welcome Hotel, Petersfield, Hampshire, 9.30 a.m.  
 10.—Leicestershire C.C. Bacon Trophy Trial, starting from Lee Street car park, Leicester, 1.30 p.m.  
 10.—Stockport M.C. Mystery run, starting from the Town Hall, Stockport, Lancashire, 2 p.m.  
 10.—Bentley Owners' Club. Social evening, Lion Inn, Timberscombe, Somerset, 7 p.m.  
 10.—East Anglian M.C. Visit to police driving school, Chelmsford, Essex.  
 10.—Yorkshire S.C.C. White Rose Sporting Trial, starting from Royd Hill, Sutton-in-Craven, Yorkshire, 10.30 a.m.  
 12.—Allard O.C. Monthly meeting, Anchor Hotel, Shepperton, Middlesex, 7.30 p.m.  
 14.—East Anglian M.C. Monthly get-together, The Woolpack, Coggeshall, Essex, 8 p.m.  
 14.—N. London Enthusiasts' C.C. Talk on Frazer Nash cars, White Lion, Edgware Road, Edgware, London, N.10, 7.30 p.m.  
 14.—Scottish S.C.C. Starlight Evening Rally, starting from Blythswood Square, Glasgow, C.2, 7.15 p.m.  
 16.—Eastern Counties M.C. Trial, starting from the Royal George Hotel, Ipswich, Suffolk, 2.15 p.m.  
 16.—Bolton-le-Moors C.C. Rally, driving tests, Bolton, Lancashire.  
 16-17.—Peterborough M.C. Night navigation rally, starting from Eaton Socon, Bedfordshire.

the regulations: entrants in class B may take a male passenger. Class A crews, however, must consist of an all-feminine team. Regulations may be obtained from the A.C. du Var, 17, Rue Mirabeau, Toulon, France.

**A**LTHOUGH the Walsall and District C.C. was founded only last year its first annual dinner-dance on Wednesday, January 30, at the New Yorker Restau-

# BRITISH & COLONIAL MOTORS LTD.

13/14 UPPER ST. MARTIN'S LANE, W.C.2  
 TEMple Bar 3580

Offer

- 1946-47 **CHEVROLET** 4-dr. Saloon, R.H.D. £10 Tax.  
 1949 **CHEVROLET** 4-dr. Saloon, R.H.D. 14,000 miles.  
 1950 **HUMBER** "Hawk" Mk. IV Saloon, 2,000 miles.  
 1950 **RILEY** 2½-litre Foursome drop-head coupe, 10,000 miles.  
 1951 Model (Reg. Nov. 1950) **ROYAL** P.4 Saloon, 155 miles.  
 1949 (Sept.) **STANDARD** "Vanguard" Saloon, 19,000 miles.  
 1950 **VAUXHALL** "Wyvern" Saloon, 300 miles.  
 1950 **VAUXHALL** "Velox" Saloon, Radio, Heater, 2,900 miles.  
 1950 Model **WOLSELEY** 6.80 Saloon, 11,000 miles.

SOLE DISTRIBUTORS FOR



LONDON AND HOME COUNTIES

# DAVIES MOTORS LTD.

STAINES



- 1933 16-80 **SPORTS TOURER**, grey and red, body exceptional condition throughout, engine overhauled, good tyres all round.  
 1933 3-litre **SALOON**, black and red, several overhauls.  
 1934 4½-litre **SALOON**, grey, tyres as new, splendid condition.  
 1935 4½-litre **RAPIDE SPORTS TOURER**, British racing green, coachwork in fine condition, engine completely overhauled.  
 1936 4½-litre **SALOON**, grey and red, coachwork in exceptional condition, radio, wheels discs, good tyres all round.  
 1938 4½-litre L.G.S. independent suspension **SPORTS SALOON**, black and red, discs, small mileage: since comprehensive chassis and coachwork overhaul.  
 1938 12 cylinder **SPORTS SALOON**, black and grey, discs, fine condition throughout.  
 1947 **CITROEN** Light 15 **SALOON**, black and red leather, coachwork and chassis in splendid order.

Comprehensive stocks of spares are held, and factory trained mechanics and coachbuilders are available to undertake minor adjustments and major overhauls.

# DAVIES MOTORS LTD.

(Managing Director: J. C. Davies, 20 years service Manager at Messrs. Lagonda Ltd.)

273, LONDON RD., STAINES

Telephone: Staines 3457/9; or (Private) Popsgrave 5384.

We are officially appointed agents for the new Lagonda and Aston Martin Cars.

**ACLAND & TABOR LTD.**



**MERCEDES 540K fitted with Drophead four-door coupe body. First registered in this country 1945. Finished metallic blue. Recently checked by Mercedes.**

**A most attractive car in immaculate condition throughout. £1,750 for outright sale or would consider exchange for a smaller car with cash adjustment.**

**New Healey Tickford Saloon, Radio and Heater, immediate delivery.**

**WE ARE KEEN BUYERS OF ALL HIGH CLASS IMMACULATE MOTOR CARS**

**WELWYN BY-PASS**  
**HERTS**  
**PHONE: WELWYN 481-3.**

## CLUB NEWS

continued

**British Motoring Club, Rhineland.**—News comes of the Grand Winter Trial, run by this club in Germany on January 20. The entry was truly international; besides British service and civilian entrants from the Rhineland and Düsseldorf clubs, and one stalwart from Hamburg, there was a strong contingent from the Belgian Army and other entries from the American, French and Austrian delegations in Germany. The cars entered included a couple of XK120 Jaguars, several large American cars, a Fiat, three Simca Arondes, a Citroën, an M.G., several Volkswagens and a number of small English cars. The course measured 75 miles; it was set in the hilly country east of Cologne, known as the Bergisches Land, which is ideal motor country. Two special tests were included. The first, a timed hill-climb over a mile of rough road containing several sharp bends, was covered in several inches of snow. Best performance was put up by E. J. R. l'Estrange, driving a Jaguar XK120.

**North Devon M.C.**—Owing to a heavy fall of snow on the previous day, the course of the Houlford Trophy Trial, run in the Barnstaple area on January 27, was covered in deep snow. From the organizers' point of view, the observed sections were perfect, containing everything from hub-deep mud to snow-covered rock. The Houlford Memorial Bowl, for the best performance of the day, was won by C. E. Seward, driving his 1,100 c.c. Frenk. The North Devon Cup (runner-up) went to E. J. Chandler (Chandler 1,172); Haslam Cup (best N. Devon member), A. B. Napper (Ford 1,172).

**Welsh Counties C.C.**—G. Turner, driving an Austin Seven Special, won the A. E. Harris Challenge Cup for his best performance in the January Trial on the 27th.

**North London Enthusiasts' C.C.**—The

Jacobean Trophy Trial will be run on Sunday, February 24. Starting from the White Horse, Hertingfordbury, near Hertford, at 10 a.m., the course will cover approximately 40 miles, finishing at Hertingfordbury for tea. Invited clubs are the N.W. London, Maidstone and Mid-Kent, West Essex, Herts County A. and A.C., Chiltern, Kentish Border and Seven-Fifty M.C. Entries close on February 16, and should be sent to G. Bance, 17, Elms Avenue, Muswell Hill, London, N.10.

**Thames Estuary A.C.**—The route of the night navigation trial, run on January 25, started from the Queen's Hotel, Westcliff-on-Sea, at 7.30 p.m., and led competitors through rural Essex for some 84 miles. Best performance was put up by Dr. E. Sita-Lumsden in a Lea-Francis.

Secretary of the club is S. L. Offord, 68, Exford Avenue, Westcliff-on-Sea, Essex.

**West Hants and Dorset C.C.**—The annual general meeting will be held on February 18, at the Grand Hotel, Bournemouth, starting at 8 p.m.

**British Trials D.A.**—Events qualifying for the Silver Star Rally Competition for 1952 are as follows: March 31 to April 5, Rally of Great Britain; May 16 to 18, Mercambe Rally; June 2 to 6, Scottish Rally; July 11 to 12, Welsh Rally; September 19 to 20, N.W. London Rally; November 5 to 8, M.C.C. Rally.

**Bugatti O.C.**—At the Welcombe Hotel, Stratford-on-Avon, on February 17, a film show will be held, preceded by a luncheon party and presentation of awards won during the 1951 B.O.C. events. Proceedings will start at 11.30 a.m. to 12 noon, with lunch served at 1 p.m.

## IN BRIEF

The Park Street, Guildford, filling station of Salmon Motors has just been reopened for the first time since 1940.

Major A. C. Bircher has joined the Measham Motor Sales Organization, taking up administrative duties at Measham, Burton-on-Trent.

Mr. Derek Falcke has been appointed sales manager of the new and used car department of Connaught Engineering, Send, Surrey, who are the manufacturers of Connaught sports and racing cars.

A very extensive list of accessories and Government surplus equipment of various types has been published by Aero-Spares Co., 70-71, High Holborn, London, W.C.1. It is available direct from the company.

On the new 3-litre Alvis-engined Healey the Wipac oil cleaner has become a standard fitting, with a cleaning element easily changed by hand. Other cars using this cleaner include the Rover 75 and the Lea-Francis models.

John A. Sparks and Co., Streatham Hill, London, S.W.2, have been appointed main area dealers for Morris Motors, Ltd. The service and stores departments are being re-formed to deal fully with the orders of both private motorists and members of the trade.

Mr. R. Gresham Cooke, director of the Society of Motor Manufacturers and Traders, has been admitted to the Fellowship of the Institute of Industrial Administration, which has in turn conferred upon him founder membership of the British Institute of Management.

J. Trevor and Sons are resuming their car auction sales, which are to be held in the Empire Hall at Olympia, London. It is intended that, apart from normal auctions, there will be a special sale of several hundred cars coincident with the London Show.

The Regent Oil Co., Ltd. has made a donation of £500 to the Fire Services National Benevolent Fund Charity Trustees Account for the benefit of the Bristol Fire Brigade. The gift is a token of thanks to the Brigade for their handling of the big fire at Avonmouth last year.

Equipment used by prizewinners in the Monte Carlo Rally, in addition to that given in *The Autocar* of February 1, included a Trico windscreen washer on the winning Allard. Stirling Moss' Sunbeam-Talbot was equipped with a Marchal Girofar spot lamp.

Mr. Sydney Allard's car will be on show at Dagenham Motors, Ltd., 56, Park Lane, London, W.1, from February 18 to 24.

A comprehensive apprenticeship scheme is now in operation by the Lockheed organization at Leamington Spa. It provides courses of training for youths up to the age of 21; after a probationary period of three months the class of training is decided in the light of the abilities and inclinations of the individual. During the training apprentices must attend technical college, and students should obtain the external B.Sc. degree of the University of London, or an ordinary and higher national certificate in automobile, mechanical or production engineering, or final City and Guilds examination in the appropriate trade.

## SALES *Bristol* SERVICE

By ANTHONY CROOK

1950 Type 401 4.5 seater saloon, blue, heater, radio, loose covers, one owner ..... £2,975

1949 Type 400 2-door saloon, black, heater, radio, numerous extras, one owner £1,895

1948 Type 400 2-door saloon, black, heater, radio ..... £1,795

The above are offered from our stock of used Bristol cars which is the largest in the country. All used cars offered by us have been thoroughly checked over.

In many cases cars have been supplied and maintained by us since new. Any make of post-war car taken in part exchange. Our after sales service (which incidentally is available to all owners of Bristol cars) is backed by specially trained staff, working in cleanest surroundings with the most modern equipment available including electronic wheel balancer, engine test bed, specialised electrical and carburetion test bed. All spares for Bristol cars are available from stock including reconditioned engines, gear boxes, axle assemblies, suspension units, electrical equipment, dynamo, starters, instruments, body parts, wheels, tyres, re-lined brake shoes, etc., ready for immediate fitting by experts.

We also carry out coachwork reconditioning, trimming, etc., to highest standards and have in stock numerous extras and accessories such as radios, windscreen washers, loose covers, etc. Continental spares kits.

The advantage of dealing with leading distributors will be obvious.

**ANTHONY CROOK MOTORS LIMITED**

**CATERHAM HILL, SURREY**

Leading distributors of Bristol Cars

Tel.: Caterham 2232/3

**UNIVERSITY MOTORS LIMITED**

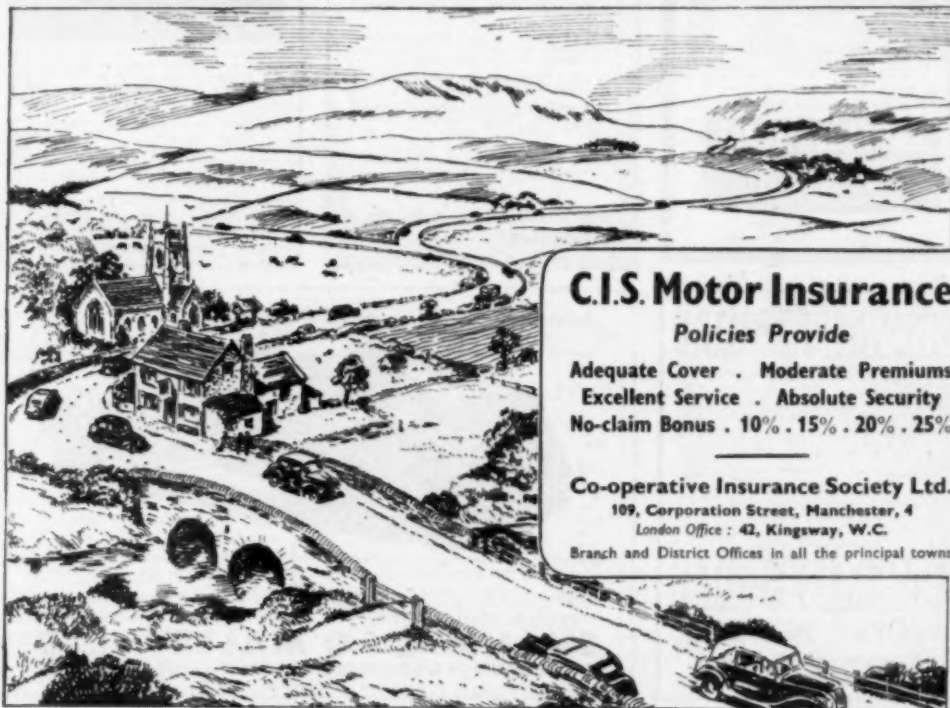
STRATTON HOUSE, 80, PICCADILLY, W.1. GROSVENOR 4141

Sole London  
Distributors

for

SPECIALISED SERVICE AND  
SPARES FOR  
MG AND BRISTOL  
ATUNIVERSITY MOTORS LTD.  
7, HERTFORD ST., W.1. GROSVENOR 4141**A Selection of our  
GUARANTEED  
USED CARS****BRISTOL** "401" saloon, registered  
January, 1950. Fitted with EKCO  
radio and heater. Finished in leather  
grey.**MORRIS MINOR TOURER**, reg.  
December, 1950. Finished in blue  
with beige upholstery.**M.G.** 1½-litre saloon, registered  
May, 1950. Finished in maroon with  
beige upholstery.**M.G.** "TC" two-seater, registered  
May, 1949. Finished in black with  
beige upholstery.**AUSTIN A40** Countryman, reg.  
May, 1949. Finished in green with  
brown interior.Sole Distributors:-  
London, Home &  
Eastern Counties

for

SPECIALISED COACHWORK  
SERVICE FOR  
MG AND BRISTOL  
ATUNIVERSITY COACHWORK LTD.  
99, BOSTON RD., W.7. EALING 2611**C.I.S. Motor Insurance***Policies Provide*Adequate Cover . Moderate Premiums  
Excellent Service . Absolute Security  
No-claim Bonus . 10% . 15% . 20% . 25%**Co-operative Insurance Society Ltd.**

109, Corporation Street, Manchester, 4

London Office: 42, Kingsway, W.C.

Branch and District Offices in all the principal towns



# Specially Selected

## CARS FOR BUSINESS PURPOSES

### FORTHCOMING CHANGE IN TAX CONCESSION

When a car, new or used, is purchased for business purposes, an initial allowance of 40 per cent. against income tax is granted, apart from an annual allowance. This initial allowance is to cease as from April 5 next, and the advantage of buying now is apparent. We are noted for high-grade cars eminently suitable for business purposes and have an excellent selection. Examples:—

'53 AUSTIN Sheelton, blk., rad., htr., 12,000 miles.	£1,775
'53 AUSTIN A.70, sun ft., htr., 12,000 miles.	£1,175
'53 FORD Pilot, blk., rad., htr., 9,000 miles.	£1,075
'53 JOWETT Javelin de Luxe, green, radio, 12,000 miles.	£1,065
'53 SINGER 1500 sal., maroon blue/beige, 12,000 miles.	£1,045
'53 HILLMAN Minx Mark IV, blue fawn, 12,000 miles.	£985
'53 TRIUMPH Mayflower sal., 4,000 miles.	£985
'53 AUSTIN A.40, grey/blue, sun ft., htr., 12,000 miles.	£965
'53 FORD Prefect, black/brown, 9,000 miles.	£945
'53 FORD Anglia, mist green/beige, 12,000 miles.	£945
'53 ARMYTAGE Lancaster 4-dr., 15,000 miles.	£1,295
'53 HUMBER Hawk, steel grey, 7,000 miles.	£1,295
'53 ARMSTRONG Typhoon sal., beige/brown, 12,000 miles.	£1,285
'53 HUMBER Super Salpe, black, 14,000 miles.	£1,085
'53 MORRIS Six sal., maroon, 15,000 miles.	£975
'53 AUSTIN 16, black, sun ft., heater, 12,000 miles.	£935
'53 FORD Anglia, black/red, low mileage.	£875
'53 STANDARD 14 sal., black, red leather, 12,000 miles.	£795
'53 HILLMAN Minx Rotale Car, silver grey, 12,000 miles.	£745
'53 VAUXHALL 16 sal., htr., sun ft., one owner.	£695
'53 MORRIS 8, black, very economical, 12,000 miles.	£545
'54 AUSTIN 16, sun ft., reconditioned, 12,000 miles.	£535

★ SIX Months Written Guarantee.

★ A.A. or R.A.C. Inspection Invited.

**NAYLOR & ROOT**  
LTD.

25, EAST HILL,  
CLAPHAM JUNCTION, S.W.18

BA/Terrace 5272 (7 lines)

Hours: 9 to 6, Monday to Saturday.

## H.A. SAUNDERS LTD

### 6 MONTHS' GUARANTEE

1950 AUSTIN A.40 saloon, 6,000 miles	£1,035
1950 AUSTIN A.70 saloon, 7,000 miles	£1,195
1950 FORD Prefect saloon, 7½ miles	£965
1950 JOWETT Javelin de Luxe saloon, 14,000 miles	£1,145

836-842, HIGH ROAD  
NORTH FINCHLEY.

Phone: HILLside 0024 (6 LINES)

## GODFREY DAVIS LTD. NEASDEN

### USED CARS WITH "NEW CAR" GUARANTEE

A few examples from our comprehensive stock.

1946 AUSTIN 6 saloon, black, one owner	£555
1946 FORD Prefect saloon, blue, two owners	£555
1947 FORD Prefect saloon, black, one owner	£585
1948 FORD Prefect saloon, black, choice of two	£645
1949 FORD Prefect saloon, choice of three from	£745
1949 MORRIS Ten saloon, green, one owner	£745
1949 MORRIS 8 saloon, black, two owners	£675
1949 VAUXHALL Velox saloon, black, one owner	£975

DEFERRED TERMS. PART EXCHANGES

NEASDEN LANE, LONDON, N.W.10  
Gladstone: 6474.

## MAIDSTONE ENGINEERING CO.

The Quality Car Specialist.

1935/9 BUICK special Viceroy 31 h.p. saloon, 0-seater, immaculate. £375.

1947 STANDARD 12 h.p. de-luxe saloon, original black with maroon leather interior. £675.

1935 ROVER 14 saloon, 6 light, re-cellulosed black with brown leather interior, almost indistinguishable from new. £495.

1938/9 2½-litre JAGUAR saloon, finished black, excellent order. £475.

1945 MORRIS 8 saloon, black with brown interior, works engine fitted 1950, in excellent condition. £475.

All above cars are taxed and will be delivered free to your address.

Cross Street, Pendleton, Salford, 6.  
MANCHESTER. Phone: PEN 3487

## HAROLD WEBB MOTORS LTD.

Offer:



1948 DODGE 4-door 24 h.p. saloon R.H.D. Colour black. Very exceptional condition. Fitted many extras including heater, tailored seat covers, etc. Passed by Dodge experts ... £1,395

also  
1950 (July) RILEY 2½-litre full 4-seater D.H. Coupe. As new ... £1,750  
1950 MORRIS Minor Tourer. Low mileage ... £690  
1948 (June) M.G. 1½-litre Saloon ... £645  
1946 STANDARD 8 de Luxe Saloon. Factory reconditioned engine ... £475

MANY OTHER POST-WAR BARGAINS IN STOCK  
765-767, ROMFORD ROAD,  
MANOR PARK, LONDON, E.12  
Telephone: ILFORD 0681

## S.G. SMITH LTD

Offer the following: quality used cars.—

1939 AUSTIN 16	£205
1939 VAUXHALL 10	£450
1937 SINGER 12	£345
1937 LANCHESTER 16	£405
1938 PACKARD coupe	£475
1938 TRIUMPH 16	£295
1937 BUICK coupe	£475
1939 AUSTIN Big 7	£345
1947 ROVER 15	£405
1946 MORRIS 10	£605

And many others.

We are cash buyers of pre- and post-war cars.

Both urgently required.

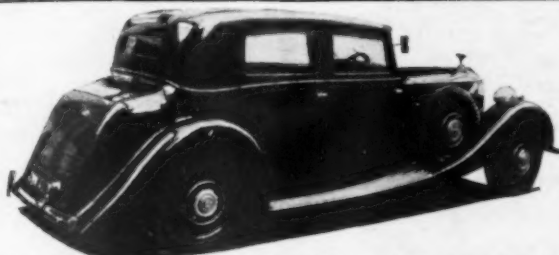
Austin and Rootes Group agents.

All spares and service.

## S.G. SMITH LTD

285-287, Rye Lane,  
Peckham, S.E.15

Telephone: New Cross 9460



Rolls-Royce 25 h.p. owner-driver Sports Saloon by Hooper, with large luggage boot. The condition of this car is in every way perfect and the mileage is low. Price £1650 gns.

Rolls-Royce 25/30 h.p. Owner-driver Sedan de Ville by Barker. Price £1750 gns.

1950 Bentley Standard Steel Saloon—600 miles only. Price £6200.

**EVANS & O'MALLEY LTD.**  
LOWNDES SQUARE, KNIGHTSBRIDGE, S.W.1

Telephone: 5L Gans 1352, 1353, 1789



# Car Bargains



50 HILLMAN Minx Pk IV sal, 11,000 m, 1 owner.....	£805
50 FORD Prefect saloon, 10,000 m, 1 owner.....	£755
49 WOLSELEY 4/50 sal, htr, 15,000 m, 1 own.....	£1,090
48 MORRIS 4 sal, 12,000 m. Exceptional cond.....	£950
48 AUSTIN A40 4/12, disc, rda, htr, 15,000 m, 2/1r.....	£950
47 FORD 4 Anglia sal, excellent, 9 from.....	£585
46 FORD 4 sal, disc, radio, 1 owner, 2 from.....	£550
46 HUMBER Hawk sal, radio, htr, low miles.....	£575
46 TRIUMPH 1500 Roadster, 22,000 m, 1 owner.....	£520
46 HILLMAN Minx sal, low miles, ex. cond.....	£715
46 MORRIS 10 de luxe sal, 1 owner, 2 from.....	£600
47 AUSTIN 10 de luxe saloon. Excellent.....	£600
47 AUSTIN 8 sal, 1 owner, choice 2 from.....	£555
46 HUMBER Hawk saloon. Excellent cond.....	£740
46 AUSTIN 14 saloon, htr, good condition.....	£650
46 AUSTIN 8 4 door sun roof saloon, 2 owners.....	£545
46 AUSTIN 10 4-dr. sun roof saloon, 2 owners.....	£410
46 FORD 4 saloon.....	£550
46 HUMBER 27 super saloon, good condition.....	£410
46 WOLSELEY 14 4-dr. erf. saloon, 2 owners.....	£440
46 STANDARD 4 motor tourer. Excellent.....	£375
46 STANDARD 9 2-dr. erf. saloon. Good tyres.....	£275
46 AUSTIN 14 saloon. Re-conditioned.....	£310
46 DAIMLER 17 saloon, post-war condition.....	£600
47 AUSTIN 7 saloon, very good condition.....	£230
46 STANDARD 10 4-door saloon.....	£605

at 237, BRIXTON HILL, S.W.2  
TULSO 4411 3664-5

50 VAUXHALL Wyvern saloon, 12,000 m, 1 own.....	£805
50 WOLSELEY 4/50 sal, 12,000 m, htr, 1 owner.....	£1,090
49 VACILLAL Value sal, radio, 2 owners.....	£775
49 MORRIS Oxford sal, 15,000 m, 1 owner.....	£650
49 H.G. 15 T.C. 14,000 m. Many extras.....	£605
48 STANDARD 14 sal, 1 owner.....	£600
48 STANDARD 8 sun roof sal, 1 owner.....	£450
47 HILLMAN Minx saloon. Extra, 1 owner.....	£555
47 FORD Prefect saloon, 1 owner.....	£550
47 FORD 4 Anglia saloon, 11,000 m, 1 owner.....	£465
47 MORRIS 8 sal, low mileage, 2 from.....	£485
47 HUMBER 10 saloon, 1 owner.....	£445
46 MORRIS 10 saloon. Excellent condition.....	£440
46 (Reg.) HUMBER 17 saloon. Good condition.....	£450
45 (Reg.) AUSTIN 8 saloon.....	£350
45 WOLSELEY 14 saloon. Good condition.....	£400
45 HUMBER 10 saloon. Very good condition.....	£390
45 HUMBER 16 saloon. Bargain.....	£390
45 AUSTIN 12 saloon. Excellent condition.....	£350
45 DAIMLER 17 saloon. Good value.....	£270
45 FORD 4 saloon. Excellent condition.....	£270
45 HILLMAN Minx de luxe saloon. Radio.....	£440
45 H.G. 12 saloon. New hood.....	£390
45 HUMBER 17 saloon. 2/1r, post-war cond.....	£440
45 BIRD Minor 197 c.c. As new.....	£220

★ Terms over 12-18 months. ★ 3 months' written guarantee on Post-war cars.  
★ Exchanges. ★ List of 200 cars on application

**PRIDE & CLARKE LTD**

STOCKWELL ROAD, S.W.9

Phone: Brixton 6231 (100 lines & exts.)

**ADLARDS**

OF BRIXTON

are proud to offer

ex-demonstration & reconditioned  
ALLARD CARS

and to congratulate the Allard  
Motor Company on the wonderful  
success of their production  
saloon in the Monte Carlo Rally.

Full Ford Service available to all Allard owners.

**ADLARDS MOTORS LTD.**

Allard Distributors

43 ACRE LANE, S.W.2  
BRIXTON 6431

**CASH**  
still  
**GIVEN**  
for  
**CARS**

**GEORGE NEWMAN**  
& CO.

369 EUSTON ROAD  
LONDON, N.W.1

EUSTON 4466 (12 Lines)

**W HAROLD PERRY LTD**

1946 FORD 6 h.p. Anglia saloon, colour  
black with leatherdash upholstery,  
very clean car. £600.

1949 FORD 6 h.p. Anglia saloon, colour  
black with leatherdash upholstery  
fitted heater, 12,000 miles. £645.

1937 FORD 16 saloon, model TW, colour  
dark green, with leather upholstery,  
very sound car. £315.

1949 FORD 10 Prefect saloon, colour beige  
with leather upholstery, car in excep-  
tional condition, 4,500 miles. £600.

1930 FORD 10 h.p. Prefect saloon, colour  
green with leather upholstery, fitted  
radio and other extras, showroom  
condition. £805.

279, BALLARDS LANE

NORTH FINCHLEY — HILLSIDE 4444

**BH MOTORS**

Selected Cars at Winter Prices

1946 FORD Prefect, immaculate.....	£795
1949 BRADFORD de luxe utility.....	£435
1948 Model FORD Prefect, new engine.....	£635
1945 (Reg.) ALLARD, timbered body, 4-cyl. engine.....	£785
1947 MORRIS 4-door saloon.....	£575
1947 AUSTIN 8 4-door saloon.....	£565
1947 STANDARD 8 saloon.....	£515
1939 ROVER 16 sports saloon.....	£605
1939 FORD 5 de luxe saloon.....	£675
1939 ROVER 16 sports saloon.....	£605
1938 VAUXHALL 14 saloon.....	£305

Six other pre-war cars to choose from.

Exchanges & Hire Purchase welcomed

1464/8 HIGH ROAD,  
WHETSTONE (FINCHLEY),  
LONDON - - - N.20.

Phone: Hillside 6671/2

**JARVIS**  
Creates Confidence



**BUYING A USED CAR?**  
Then first read this FREE  
Brochure!

'Used Car Wisdom' contains infor-  
mation that will save you time,  
trouble and disappointment when  
you buy a car. It also tells you how  
to get the best value for your money  
— and, these days, that's something  
well worth knowing!

Send for your free copy TODAY!

**JARVIS**  
OF WIMBLEDON Phone: L1801y 0881-8

MORRIS HOUSE,  
MORDEN ROAD,  
S.W.15.

**TRINITY CARS LTD**

the FOLLOWING USED GUARANTEED CARS

1940 TRIUMPH Mayflower saloon, radio, heater, 4,000 miles, superb.....	£1,085
1940 STANDARD Vanguard saloon, green with green leather, radio, heater, one owner, reconditioned engine fitted.....	£605
1940 JOWETT Javelin de Luxe saloon, black, beige leather, 10,000 miles, one owner.....	£805
1947 AUSTIN 10 h.p. 2 master Martin Walter 4 saloon, superb, exceptional condition.....	£645
1938 MORRIS 14 saloon, exceptional condition for age.....	£605

Exchanges and Hire Purchase offered. Good Used Post-War  
Cars always WANTED

94 NORTH SIDE,

WANDSWORTH COMMON, S.W.18.  
VANDYKE 1168/7.

**MONTROE MOTORS**

(N. H. BOWELL)

HIRE PURCHASE & PART EXCHANGES. FREE DRIVING  
TUITION. INSURANCE—IMMEDIATE COVER

1936 AUBURN 4-door, whitewall.....	£165
1939 AUSTIN 10 late type utility van.....	£345
1949 FORD 10 Prefect 4-door saloon.....	£645
1947 FORD 10 Prefect 4-door saloon.....	£450
1947 FORD V8 Utility.....	£275
1947 (Imp.) FORD 16 Martin Walter Utimoon.....	£475
1938 FORD 10 saloon, 4-door leather.....	£515
1938 FORD 10 4-door, leather.....	£335
1939 FORD 5 saloon de luxe.....	£385
1935 S.S. JAGUAR 19 h.p.....	£315
1938 W.G. Willet P.H.....	£315
1938 MORRIS Minor Jarvis dropped.....	£755
1937 ROVER 14 saloon, black.....	£435
1937 ROVER 14 saloon, grey second engine.....	£355
1937 ROVER 12 saloon, blue.....	£450
1938 ROVER 12 saloon, 6 cyl.....	£495
1940 ROVER 17 saloon.....	£545
1938 STANDARD 10 saloon, choice of two from.....	£345
1938 STANDARD 9 saloon black.....	£365
1938 STANDARD 9 saloon, excellent condition.....	£385
1938 VAUXHALL 12 saloon, black.....	£450
1940 VACILLAL 12 saloon, excellent condition.....	£450
1934 WOLSELEY 17 Daimler special.....	£145

**MONTROE MOTORS**  
(N. H. BOWELL)

91-7 EPPING NEW ROAD,  
Buckhurst Hill, Essex BUC 197/2  
Five minutes tube, Central line.





# Specially Selected



**NEWHAMS**  
Established over 55 years

## TRIUMPH

We specialise in Triumph Cars and are always pleased to receive enquiries from Buyers and Sellers of used models.

### SERVICE & SPARES

Modern service facilities and very large stocks of pre-war spares.

235-7-9 HAMMERSMITH ROAD, W. 6.  
Riverside 4646 (9 lines)

## HIGHFIELD GARAGE

*Austin*

SALES • SERVICE  
see the new

### A 40 SOMERSET

and a selection of used Austins in our showrooms, below are a few examples:

1949 AUSTIN 16 h.p. As new ...	£950
1947 AUSTIN 10 h.p., 26,000 miles	£675
1946 AUSTIN 8 h.p. Above average	£575
1936 AUSTIN 10 h.p. Tourer original	£250

other used car examples:

1951 Model ROVER P.4. 3,000 miles ...	£2,150
1946 VAUXHALL 14 h.p. Immaculate ...	£725
1939 JAGUAR 1½ litre. Splendid condition ...	£595

700 GREEN LANES, WINCHMORE HILL, N.21  
Telephone: LA Buram 4706 & 4108.

## BROWNS OF LOUGHTON

1940 FORD Prefect saloon de luxe .....	£720
1947 MORRIS 8 saloon de luxe .....	£635
1947 STANDARD 8 saloon .....	£475
1946 JAGUAR 1½ litre saloon de luxe .....	£795
1940 JAGUAR 1½ litre saloon de luxe .....	£685
1940 AUSTIN 5 h.p. saloon .....	£425
1939 SUNBEAM TALBOT 3½ litre saloon de luxe .....	£625
1939 DAIMLER 2½ litre saloon de luxe .....	£725
1939 WOLSELEY 14 h.p. saloon de luxe .....	£495
1938 LANCHESTER 14 h.p. sports saloon de luxe .....	£715
1937 AUSTIN 12 saloon de luxe .....	£350
1936 ROVER 12 sports saloon de luxe .....	£325
1936 JAGUAR 1½ litre saloon de luxe .....	£350
1935 ROVER 14 sports saloon de luxe .....	£335

3 MONTHS' WRITTEN GUARANTEE  
(For all cars over £200)

HIGH ROAD, LOUGHTON ESSEX  
LOUGHTON 4115, 3838  
THREE MINS. TUBE CENTRAL LINE

**Lamb's**  
EST. OVER 40 YEARS  
OF WOODFORD  
ESSEX

Offer the finest selection of used cars between Piccadilly and the Wash. Each carrying our "new car"

### 6 MONTHS' GUARANTEE

A small selection:

1946 AUSTIN 10 saloon .....	21,000 mls.
1950 FORD Pilot .....	900 mls.
1950 HILLMAN Minx Ph. IV saloon .....	4,000 mls.
1950 HUMBER Hawk 16 h.p. (51 Type) HUMBER 5/31 saloon .....	6,000 mls.
1950 JAGUAR Mark V 3½-litre saloon .....	5,000 mls.
1949 MORRIS Oxford .....	6,000 mls.
1949 MORRIS Oxford .....	7,000 mls.
1950 MORRIS Oxford .....	11,000 mls.
1950 STANDARD Vanguard .....	12,000 mls.
1950 STANDARD Vanguard .....	15,000 mls.
1950 TRIUMPH Mayflower .....	8,000 mls.
1950 TRIUMPH Renown .....	4,000 mls.
1950 TRIUMPH Renown .....	14,000 mls.
1950 WOLSELEY 4/50 .....	1,800 mls.

DEFERRED TERMS AND EXCHANGES ARRANGED

IF YOU HAVE A POST-WAR CAR TO SELL IT CAN BE PURCHASED WITHIN THE HOUR BY CONTACTING EITHER OF THE FOLLOWING ADDRESSES

STANDARD HOUSE, SOUTHERN RD., WOODFORD, ESSEX

Phone: WANSTEAD 6666 (20 lines)

London Buying Office:

SLOUGH HOUSE

10, BERKELEY STREET, W.1

Phone: Mayfair 7654 (Ext. III)

**SMITH & HUNTER LTD.**  
Established since 1903

1950 VAUXHALL Wyvern. One owner	£965
1949 MORRIS Minor. One owner.....	£745
1948 ROVER 75 6-light sln. Super.....	£1,385
1947 VAUXHALL 14 sln. Very sound.....	£755
1939 VAUXHALL 10 (12 h.p. engine), in fine order .....	£420
1947 SINGER 10 sln. Excep. condition	£585
1947 WOLSELEY 8 sln., black. Recon.	£575
1946 FORD Anglia. Excellent through't	£455
1939 ROVER 15. A splendid car.....	£585
1939 WOLSELEY 25 sln. Very fine cond.	£480
1939 MORRIS 10 sln. An excellent car	£445
1938 (1939 model) AUSTIN Big 7. V. snd.	£315
1938 MORRIS 8 sln. Black.....	£250
1937 AUSTIN 12 sln. Exceptional.....	£385

Many others. Send for List.

Pre-war ROVERS & MORRIS Urgently Wanted

SELF-DRIVE HIRE

INCLUSIVE TERMS 1951 SALOONS

376, Kensington High St., W.14

Western 2312 and 6417



Showrooms:  
29-31, Edgware Road,  
Marble Arch, London, W.2  
Telephone: P.A.D. 2015-6  
Telegram: Essexplant, Padd., London

Service Stations:  
Middlesex House,  
(Adjoining Middle Hospital)  
Cleveland Street, W.1  
Telephone: M.F.B. 1032, 1074  
OPEN DAY AND NIGHT

Buyers of Unusual and Low Mileage Cars.

1930 M.B. 1½-litre sports saloon, Colour maroon, carefully maintained by one owner. Many extras .....	£1,975
1940 SINGER "1500" (Regd. Oct.) Saloon. Beige with leather. One owner, in excellent condition throughout.....	£895
1948 MORRIS 8 four-door saloon. Really first-class mech. cond. and appearance	£635

All cars thoroughly checked and serviced at our works before being offered for sale.

**Walter Scott**

**WANTS**

**GOOD USED CARS**

PR1mrose 5914

The WALTER SCOTT MOTOR Co. Ltd.  
39 COLLEGE CRESCENT  
HAMPSTEAD, N.W.3  
(Foot of Fitzjohn's Avenue)

## Automobile Efficiency

MAINTAINING PERFORMANCE WITH ELECTRICAL TEST EQUIPMENT

By E. T. LAWSON HELME,  
A.M.A.E.T. A.M.I.E.I.

A NEW book for Garage Proprietors, Managers, Mechanics and Auto-electricians. Describes the development of an organised service of engine and electrical tuning and maintenance so that maximum performance and reliability are obtained from every vehicle.

10s. 6d. net. By post 10s. 11d.

Obtainable from all booksellers or from:  
ILIFFE & SONS LTD., DORSET HOUSE  
STAMFORD STREET, LONDON, S.E.1



# The Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

## High Grade Used Cars with Six Months' Guarantee

1950 AUSTIN A.40 Saloon, heater, 3,000 miles .....	£1,115	•	1950 RILEY 1½-litre Saloon, 12,000 miles .....	£1,495
1950 AUSTIN A.70 Saloon, heater, 11,000 miles .....	£1,215	•	1950 ROLLS-ROYCE, 25/30 h.p. Foursome fixed Coupe by Gurney Nutting, 9,000 miles .....	£5,950
1949 AUSTIN 16 h.p. Saloon, radio, heater, 13,000 miles .....	£1,050	•	1948 STANDARD 12 h.p. Drophead Coupe, radio, 10,000 miles .....	£895
1949 AUSTIN A.125 Sheerline Saloon, radio, heater, 9,000 miles .....	£1,695	•	1950 SUNBEAM-TALBOT 80 Saloon, 6,000 miles .....	£1,145
1950 BENTLEY Mark VI Standard Steel Saloon, 13,000 miles .....	£5,450	•	1950 (Nov.) TRIUMPH Mayflower Saloon, heater, 3,000 miles .....	£1,065
1950 (Dec.) FORD Anglia Saloon, 600 miles .....	£795	•	1947 TRIUMPH 1800 Roadster, 16,000 miles .....	£925
1950 HILLMAN MINX Phase IV Drophead Coupe, 8,000 miles .....	£1,015	•	1950 TRIUMPH 2000 Renown Saloon, heater, 5,000 miles .....	£1,375
1950 HUMBER HAWK 16 h.p. Saloon, heater, 4,000 miles .....	£1,525	•	1949 VAUXHALL Wyvern Saloon, 13,000 miles .....	£935
1947 M.G. T.C. 2-seater 13,000 miles .....	£725	•	1950 VAUXHALL Velox Saloon, 6,000 miles .....	£1,150
1950 MORRIS MINOR Tourer, 3,000 miles .....	£795	•	1950 WOLSELEY 6-80 Saloon, radio, heater, 10,000 miles .....	£1,220
1948/49 MORRIS 10 h.p. Saloon, 9,000 miles .....	£850	•	1949 STANDARD Vanguard Estate Car, 19,000 miles .....	£1,125
1950 MORRIS OXFORD Saloon, 7,000 miles .....	£1,055	•		

### USED CARS WANTED

We have a ready market for used vehicles and would appreciate the  
offer to purchase all types.



OFFICIAL RETAILERS FOR  
ROLLS-ROYCE AND BENTLEY CARS



#### STANHOPE HOUSE

320, Euston Road, London, N.W.1  
Euston 1212

#### AUSTIN HOUSE

297, Euston Road, London, N.W.1  
Euston 1212

16, UXBRIDGE ROAD, EALING, W.5  
EALING 6717

#### CENTRAL LONDON SERVICE UPPER MONTAGU STREET

London, W.1  
AMBassador 1837

#### GLOUCESTER HOUSE

150, Park Lane, London, W.1  
GROSvenor 3434

WELSH HARP, EDGWARE ROAD  
LONDON, N.W.9  
HENdon 6500

#### 302, STREATHAM HIGH ROAD

London, S.W.16  
STReatham 7751





## USED CARS FOR SALE AND WANTED--SPARES AND SERVICE

## S SERVICE and Service

**ALVIS**, Ltd., Service Station, 332, Finchley Rd., London, N.W.11. Tel. Speedwell 6783-3-4. Grams. Alviscar, Gold, London.

**ALVIS**, Ltd., Service Station, Holyhead Rd., A. Coventry, Tel. 501. Grams. Alvis, Coventry.

**CHARLES POLLETT**, Ltd., Alvis specialists.

**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

## S SPARE parts.

**SERVICE:** Barnside Yard, off Egin Ave., W.2. Tel. Cunningham 5856-7-8. 10991

**KINGSTON-ON-THAMES**—Sales, Service and Spares. —G. W. Wilkin, Ltd., Westor Park, 45, Eden St., Kingston 2241. 10678

**ALVIS** repairs and spare specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Ruas. 2574-5. 10653

## AMERICAN CARS

## R RAYMOND WAY.

**RAYMOND WAY.** Seven Kins Branch offer:—

**399**—Chrysler Plymouth 1937 (1939 registered) 4-door four-door used head coupe, superbly finished in black and yellow, interior as new, fitted set of new tyres, radio, heater, Rimbushers, twin carburetors and many extras, taxed, the biggest flash for the money in the country, 3 months written guarantee.

**RAYMOND WAY**—773, High Rd., Seven Kins. Tel. Seven Kins 4066. 17151

## S SIDNEY MARCUS, Ltd.

**1950** Chevrolet de luxe saloon, low mileage, as new, choice of two.

**SIDNEY MARCUS, Ltd.**, 33, Sloane St., S.W.1. Tel. Sloane 5557/6970. 15308

## S SIMPSON'S MOTORS offer:—

**1948** model Buick 51 super, registered 1947, f.h.d., fitted seat covers.

**1948** Buick convertible with electrically operated hood, heater and seat covers.

**1949** Chevrolet 2-door saloon, fitted with heater; choice of two.

**1949** Buick 51 super, registered 1951, hydraulic L drive, fitted heater and some covers.

**1949** Buick 51 super, registered 1951, hydraulic L drive, fitted heater and some covers.

**1948** Model (Wentworth), Ltd. (American Car Specialists), Wembley 6691/5905. 17101

## S JOE THOMPSON (MOTORS), Ltd., offer:—

**SELECTION** of American cars.

**CURRENT** model Power Glide, brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4620. 16510

## AMERICAN CARS WANTED

## S SIDNEY MARCUS, Ltd.

**BIGGEST** buyers of American cars.

**URGENTLY** require post-war American cars—33, Sloane St., S.W.1. Tel. Sloane 5557-6970. 15307

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, require American cars (1937 onwards)—Wembley 6691/5905. 10547

## ARMSTRONG SIDDELEY

## P &amp; J

**PASS & JOYCE, Ltd.**, offer:—

**1950** Armstrong Siddeley 18hp Lancaster saloon, one owner, synchronous gear box, as new, with 6 months' guarantee, £1,695—184, Old Portland St., W.1. Museum 1001. 17074

## B BROOKLANDS.

**1948** Armstrong Siddeley Lancaster saloon, black, serviced by makers.

**103** New Bond St., London, W.1. Mayfair 8351-6. 15733

## R R FUGGLE, Ltd.

**1948** Armstrong Siddeley Lancaster saloon, 19,000 miles, maintained to manufacturer's standards, in admirable condition throughout; £1,175.

**R. FUGGLE, Ltd.**, Bushey Heath, Herts. Tel. 1655. 14377

## R RUSSELL MOTORS offer:—

**1950** Armstrong Siddeley Lancaster saloon, 11,000 miles only, exceptional car.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Tel. Sloane 5226. 17115

## T TOM GARNER, Ltd., offer:—

**ARMSTRONG SIDDELEY** (18hp) 2 1/2-litre Whitley saloon, 275 with green leather, 900 miles only, had prior plus handling charge.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. 2. Blackfriars 5055-6. Tel. Blackfriars 7943. 16996

## C CHARLES POLLETT, Ltd., offer:—

**1950** Armstrong Siddeley 18hp Typhoon, blue, radio, 10,000 miles, very good condition throughout, serviced and guaranteed; £1,525.

**18** Berkeley St., W.1. May. 6266.

**SERVICE** Works and Store, Barnside Yard, off Egin Avenue, W.2. Cunningham 5856-8. 17530

**1938** Armstrong Siddeley 17hp saloon, fitted pre-selector gear box, bodywork and interior in perfect condition; £1,095.

**CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. 14900

## ARMSTRONG SIDDELEY

**ACE SERVICE STATION (LONDON), Ltd.**, offer:—

**ARMSTRONG SIDDELEY** Typhoon, 1946, black beige hide, magnificent condition throughout; £750.

**NORTH Circular Rd., Stonebridge Park, N.W.10.** Elgar 5565 (5 lines). 17367

**GORDON CARS (LONDON), Ltd.**—1950 Armstrong Hurricane coupe; £1,475.

**GORDON CARS (LONDON), Ltd.**—1948 Armstrong Typhoon saloon; £950.

**GORDON CARS (LONDON), Ltd.**—1947 Armstrong Hurricane coupe; £825.

**GORDON House, 373, Euston Rd., London, N.W.1.** Euston 6611. 17583

**1938** Armstrong 17hp 7-seater limousine, privately owned.—Autovark, Ltd., Winchester. Winchester 5357. 16011

**ARMSTRONG SIDDELEY** 14hp saloon 1937, black beige hide, £1,800 makers overhaul, outstanding condition; £455.—J. Davy, West. 9641. 17465

**1950** Whitworth Super, may leather upholstery, pre-selector gear box, genuine 7,000 miles, showroom condition; £1,635.—36, Highcroft Villa, Brighton 3537. 16959

**1948** Armstrong Lancaster, 20,000 miles, colour, black, condition excellent; £925.—Clayton's (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). 17143

**1938** Armstrong Siddeley 17hp Town and Country saloon, fitted with new tyres, in excellent condition, body unmarked; £235.—Pantiles Service Garage, London Rd., Guildford 5325. 17776

**850**—Armstrong Siddeley, September 1947, Typhoon sports saloon, black, maroon leather, manual gear change, radio, heater, carefully used, excellent condition, terms, exchanges.—Rowland Smith, Riverside 5281. 16462

**695**—Armstrong Siddeley, June 1946, Hurricane four-door drop head coupe, farm, brown leather, manual gear change, excellent condition; terms, exchanges.—Rowland Smith, Riverside 5281. 16462

**195**—Armstrong Siddeley, 1936, 14hp de luxe 4-door saloon, black, sliding head, blue leather, pre-selector terms, exchanges, list, open 5-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead TUBE), Hampstead 6041. 17377

**1947** Armstrong Siddeley Lancaster saloon, one owner, moderate mileage, good tyres, colour black, manual gear change, radio, heater, carefully used, Ld. 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. 16462

**1948** Armstrong Typhoon, black with brown leather upholstery, radio and heater, excellent loose covers, very low mileage, in new condition; £925, terms, exchanges.—G. S. Hall, Ltd., 502, King St., E. London. 180-184, West End. 15922

**£199**—1936 Armstrong 17 modern saloon, exceptionally clean condition, unrepainted offer, also a 4-light 17 saloon, in above average condition, at same price.—Brix Motors, 180-184, West End. 15922

**£377**—Magnificent modern Armstrong Siddeley 14hp 2-door sports saloon, tremendous performance with economy, genuine original condition motor car, very beautifully maintained, nobody really driving or looking at this vehicle would possibly believe it to be 13 years o.d.; 3 months' guarantee, hire purchase, exchanges.

**LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221.** 16805

**£595!** Armstrong Siddeley—genuine opportunity for discerning hire operator, Armstrong Siddeley 25hp super passenger limousine 1940 (list required 1941) really perfect coachwork with unblemished interior, rare for a 10-year-old, window division, practically new tyres, taxed privately throughout entire 1944 and licensed for three months only up to October, 1944, original registration book.—See below.

**£345!** Armstrong Siddeley 17hp saloon de luxe, 1937, excellent, coachwork with leather interior, modern lines and in really genuine condition throughout, far in advance of the average car of this year, really attractively priced.—See below.

**£745!** Armstrong Siddeley Hurricane four-door drop head coupe 1946, completely unblemished maroon coachwork with fawn leather interior, fitted parallel twin windowne burn, excellent tyre, superb condition, outstanding performance.

**CAMDEN MOTORS Ltd.**, Lake St., Letchworth, Herts. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country; showroom open till 7 p.m. Monday-Saturday. 17772

**A&S** Limousine 1938 25hp, partition, forward occasional, leather, exceptional offer, black, £250. Also

**LIMOUSINES** 1939 17hp, partition, forward occasional, black, desirable condition, economical. £252. Seen.

**L.P.E. & SAUNDERS** (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. 17063

**ARMSTRONG SIDDELEY CARS WANTED** ROWLAND SMITH'S dealers—Hampstead High St. (Hampstead Tube), Ham. 6041. 10916

**ANY** post-war Armstrong Siddeley wanted.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6049. 13545

**ARMSTRONG MOTOR CO., Ltd.**, for your Armstrong Siddeley—Tel. St. 3302. Seven Sisters Rd., Tottenham. N.15. 16193

**HENLY'S**, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—J. S. Peter 881 Manchester. Tel. Blackfriars 7943. 16991

**PASS & JOYCE, Ltd.**, London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Old Portland St., W.1. Museum 1001. 10335

**Armstrong Siddeley Spares and Service**

**ACOT MOTORS, Ltd.**

**ACOT MOTORS, Ltd.**—Pre-selector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 1201.

**A LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works, Hawley Crescent, Camden Town, Tel. Gul. 4141.

## Armstrong Siddeley Spares and Service

**ACOT MOTORS** pre-selector gear boxes exchange and repairs.

**ARMSTRONG SIDDELEY Owners**—Complete overhaul service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshop.

**ACOT MOTORS, Ltd.**, 169, Fulham Rd., S.W.3. Write, call or phone Kensington 7501. 10644

**HENLY'S**, Ltd., Chesham Hill Rd., Manchester, 8, have large stocks of spares, reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 5218. Tel. Crib. 7665. 15025

**CENTRAL GARAGE**, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Crib. 7665. 11999

## ASTON MARTIN

**BROOKLANDS.**

**ASTON MARTIN** distributors. New 2 1/2-litre for demonstration.

**BUY or Sell Your Car At**

**103** New Bond St., London, W.1. Mayfair 8351-6. 15738

## FRIARY MOTORS, Ltd., offer:—

**ASTON MARTIN** coupe, 1938 series, reconditioned engine, excellent condition, as new.

**1935**—Mark II saloon, general condition very good, recently returned; £525.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. 17761

**ASTON MARTIN** 1939 2-litre 4-door saloon, excellent condition throughout, bills available, renewals, repairs since bought 1947; details on request.—Box 6000, Tel. Oxford 48121. 17491

**495**—Aston Martin, 1937, 15.96 2-litre 4-door sports saloon, blue, sliding head, blue leather upholstery, good tyres, very good condition; terms, exchanges, list, open 5-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 17377

**Aston Martin Cars Wanted**

**ASTON MARTIN** cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. 17491

**ROWLAND SMITH'S**, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10916

**CASH** immediately for good Aston Martin.—H. P. Edwards, 200, Old Portland St., W.1. Langham 6012. 17439

**Aston Martin Spares and Service**

**FRIARY MOTORS, Ltd.**

**SOLE** suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. 10198

**AUSTIN SEVEN**

**AUSTIN** Big 7 saloon, 4 doors, sunshine roof, good running order; £250.—Tel. Rayner, Tottenham 4478. 17491

**189**—Aston 1936 Austin 7 de luxe saloon, superb condition.—Autospine, 5, Balham High Rd., Balham 1509. 17528

**1934** Austin 7 saloon, overhauled; £155.—Clare, Burwood & Co., Peter's Rd., W.8. Riverside 7644. 17092

**1938** (1939 model) Austin Big 7, very sound; £515. —Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 8312. 17528

**1937** Austin Ruby de luxe saloon, very good mechanically, spotless coachwork; £245.—King's Motors, 1, High St., Hounslow. Tel. 5532. 17097

**£250**—Austin 7 saloon 1937, black, sun roof, perfect condition throughout.—M. B. Mason, 336, New Cross Rd., London, S.E.4. Tideway 3779. 16250

**1937** Austin 7 Ruby saloon, reconditioned throughout, whole car new perfect, 3 months' guarantee; £250.—Peto, 2, King St., Wilton, Mr. Salisbury. 17545

**225**—Austin 7, 1937 model, Ruby de luxe saloon, dark blue, sliding head, blue leather, good running order, taxed open 5-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 17378

**Austin Seven Cars Wanted**

**WANTED** urgently, Austin 7 saloon; prompt cash.

**X L SERVICE STATION**, Kingston Vale, S.W.15. Kingston 5335. 17378

**ROWLAND SMITH'S**, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**AUSTIN EIGHT**

**OVERSEAS CARS, Ltd.**

**1946** Austin 8 saloon, blue/blue leather, excellent condition; £535.—For other Overseas Car bargains see page 151.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. 17132

**CLANFIELD LAWRENCE** offer:—

**1946** (Oct.) Austin 8 4-door saloon de luxe, one owner, in very nice condition throughout; £550.—High Rd., N.12. Finchley 6291. 16604

**1939** Austin 8 saloon, one owner, as new throughout; £445.

**MAVFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.4. Col. 50645. 16604

**1939** Austin 8 owner, black, excellent condition; £315.—Mollett, 79, Craven Rd., Reading. Tel. 4420. 17509







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1949** **AUSTIN A125 & A135**  
(Annual) Austin Princess A125, faultless condition, taxed year, ready immediate use.—Dunham & Haines, 46, Castle St., Luton 2100. (7767)

**1949** Austin Princess, 15,000 miles, colour black; £1,585.—Crayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (7140)

**AUSTIN 1950** (Aug.) Sherline limousine, black, A fitted radio to front and rear, heater and demisters, 5,000 miles, one owner, chauffeur maintained, condition throughout as new.  
**DAVID ROBINSON**, Austin House, Bedford. Tel. Bedford 61375. (7776)

**1949** Sherline, black, 22,000 miles, excellent condition, throughout; £1,450.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (7142)

**1950** (November) Austin Sherline saloon, silver grey, chauffeur cared for, immaculate, private sale only; £1,650.—A. J. Mackenzie, Ltd., Billing, Northampton. Tel. Cogenhoe 292. (7475)

**1949** (Nov.) Austin Sherline, black, with fawn leather, heater and radio, spotless condition; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (7704)

**1949** Austin Sherline, indistinguishable from new, mileage 8,000, owner taken delivery of Princess, best offer only; £1,750.—Giles Garage, Station Heath, Warrington. Tel. Stockton Heath 156. (6673)

**1949** (Nov.) Austin Sherline, black, with fawn leather, one owner, 14,000 miles only, fitted tach-type front seat; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (7706)

**Austin A125 and A135 Cars Wanted**

**T H E**  
**CAR MART, Ltd.**  
**AUSTIN cars**  
**REQUIRED immediately.**  
**MAKE your enquiries to**  
**AUSTIN House, 297, Euston**  
**ROAD, London, N.W.1.**  
**TELEPHONE: Euston 1212.** (3852)

**AUSTIN MISCELLANEOUS**

**GORDON CARS (LONDON), Ltd.**—1950 Austin A40 saloon; £1,025. (7705)

**GORDON CARS (LONDON), Ltd.**—1949 Austin A40 Countryman; £895. (7705)

**GORDON CARS (LONDON), Ltd.**—1950 Austin A70 saloon; £1,295. (7705)

**GORDON CARS (LONDON), Ltd.**—1950 Austin Sherline saloon; £1,650. (7705)

**GORDON House, 375, Euston Rd., London, N.W.1.** (7752)

**TANKARD & SMITH, Ltd.**, offer the choice of many Austin cars, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—136, King's Rd., S.W.3. Tel. Tel. 4001-3. (5374)

**Austin Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Austin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (5996)

**AUSTINS wanted**—Smiths, 66, Chalk Farm Rd., N.W.1. (5996)

**MARTON MOTOR CO.**, for your Austin, Ltd., 87a, 9000, Seven Sisters Rd., Tottenham, N.15. (7705)

**ALL models Austin urgently required**—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6049. (9839)

**CASH immediately for good Austin**—R. F. Edwards, 200, St. Portland St., W.1. Langham 0012. (7240)

**AUSTIN 10 or medium h.p. in good condition wanted**—32, Brookham Drive, Hford, Essex. Tel. Valentine 2008. (2296)

**RAWLINGS BROS., Ltd.**, 87a, Cromwell Rd., S.W.7. E. Proberts 0161, are buyers all types post-war Austins. (10418)

**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1. C. Austin retailers, require cars in first-class condition. Mayfair 5942. (7155)

**WEYBRIDGE AUTOMOBILES, Ltd.**, the Austin distributors, urgently require late type Austins.—Tel. Weybridge 253. (5941)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1. urgently requires post-war small mileage Austin cars in first-class condition.—May 3051. (9838)

**Austin Spares and Service**

**NORMAND, Ltd.**  
**MODERN equipment handled by a skilled staff ensures**  
**best service.**  
**NORMAND, Ltd.**, 405-9, King St., W.6 Riv. 3665. (10228)

**C. G. NORMAN & Co.**

**AUTHORIZED Austin retailers and buyers of low-mileage Austin cars of any horse-power, spare parts and replacement units**—50, Vauxhall Bridge Road, London, S.W.1. Victoria 2211. (5071)

**THE CAR MART, Ltd.**

**LONDON distributors, spare parts for all model cars and trucks.**  
**THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.3 (Hendon 6500); and at 18, Uxbridge Rd., Ealing, W.3 (Uxbridge 2271). (5619)

**FOX** Austin spares and replacement units.—Bands, Burnham Bucks 84. (10305)

**Austin Spares and Service**

**FICKERS OF ROLLAND PARK** (near door to underground) for Austin Service. Tel. Park 5077. (1504)

**RECONDITIONED 7, 10, 12, exchange gear boxes and repairs to all types; trade discount**—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. (5957)

**AUSTIN 7 spares, any year, any part, largest stockists in C.K. exchange units**—Try Northwood's first—45-47, Newton Causeway, S.E.1. Hop. 2552, 2553.

**ROCKHURST GARAGE**—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimdyke 561. (5203)

**WEST London**—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Pudding-stick Rd., W.8. Riverside 2644-5. Old and new friends welcome. (5613)

**AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in motor vans**—Wimbledon Motor Works Ltd., 29, High St., S.W.15. Wim. 0123. (50414)

**PRYNN & STEVENS, Ltd.**, the South London Austin depot, full range of parts and units in stock; exchange chassis, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—St. Acre Lane, S.W.2. Brixton 1155. (5164)

**BENTLEY (3½ & 4½-litre)**

**C M**  
**CAR MART, Ltd.**

**1950** Bentley Mark VI standard steel saloon, black, maroon leather upholstery, 13,000 miles; £450. (7563)

**1949** Bentley Mark VI standard steel saloon, maroon, with beige leather upholstery, 6 months' service, £450. (7563)

**1948** Bentley Mark VI standard steel saloon, grey, with blue leather upholstery, 8,000 miles; £450. (7563)

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grovenor 3434. (7563)

**FOX**

**1949** Standard steel saloon on the Bentley Mark VI chassis, painted green with leather. £500. (7107)

**A. FOX & Co. Ltd.**, 3-5, Burlington Gardens, Old Bond St., London, W.1. Rec. 7697. (7107)

**RIPFON**

**RIPFON**

**RIPFON BROS., Ltd.**

**NORTHERN Bentley Specialists.**

**1950** Mark VI standard steel saloon, black with blue leather upholstery.

**1949** James Young 2-door sports saloon, holly green with beige leather.

**1948** Mark VI standard steel saloon, dual grey with grey leather.

**1948** Mark VI (Sport) standard steel saloon, black with brown leather upholstery, wheel spats and chrome trim.

**1948** Mark VI standard steel saloon, black with brown leather upholstery, long steering column.

**1939** 4½-litre Bentley overdrive with special Park Ward 4-door coachwork, black with green leather upholstery.

**1934** 4½-litre Park Ward 4-door saloon, black with blue leather upholstery.

**FOR further particulars please contact the largest Bentley distributors.**

**RIPFON BROS.**, Rutherford 6340 (5 lines). Also at Bradford, Leeds and Sheffield. (10906)

**BROOKLANDS.**

**1949** (Dec.) Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.

**BUY or sell your car at**

**103** New Bond St., London, W.1. Mayfair 8551/6. (5754)

**FRANK DALE offers—**

**1935** delivery Bentley 3½, 4-door saloon, excellent chassis, black, reasonable price.—56, Princeps Gate Mews, Exhibition Rd., S.W.7. Ken. 0863. (4089)

**R. C. MORTLAKE offers—**

**1936** 4½ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork reconditioned, altogether immaculate; £1,550.—R. C. Mortlake, 253, Kenal Rd., London, W.10. Ladbrooke 5155; after 5.50 Arnold 4604. (3751)

**RUSSELL MOTORS offer—**

**1936** 3½-litre Bentley 4-door saloon by Park Ward, grey and black.

**THE above car subject to any trial or examination.**

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Kenal Rd., S.W.1. Tel. Glance 5288. (3361)

**TOM GARNER, Ltd.**, offer—

**1949** Bentley 4½-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles only.

**1950** Bentley 4½-litre Mark VI special 4-door sports saloon by H. J. Mulliner silver and blue with blue leather, 8,000 miles only.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2. (5647)

**GUY SALMON AUTOMOBILES, Ltd.**, offer—

**1948** (June) Bentley Mark VI, fitted special 4-door 2-door saloon, genuine 6,000 from new, fitted with Bentley; £2,350.—Portsmouth Rd., Thames Ditton, Esherbrook 5531-2-3. (5503)

**BENTLEY (3½ & 4½-litre)**

**H R**  
**H. B. OWEN, Ltd.**

**17**, Berkeley St.,  
**GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.**  
**PROUD Members of the Swain Group.**  
**A NATIONAL motoring organisation.**

**1936** Bentley 4½-litre sports saloon, s.r., by Park Ward, in black, upholstered green hide, in good order; Ref. H.5585.

**A LOVELY 1936** four-door d.h. coupe 4½-litre Bentley s.r. by Salmons in lavender green, beige hide, extras, completely reconditioned throughout; Ref. H.7540.

**1937** 4½-litre 2-dr Bentley sedanah coupe by Garrie Mullins, of greenie leather, silver mist, upholstered brown hide, compacts, s/mounted spare, etc., in exceptionally good condition throughout; Ref. H.5585.

**1937** Bentley 4½-litre sports saloon (s.r.) by Park Ward, in green, upholstered green hide, extras, in very good order; Ref. H.5544.

**A LL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or tel. for details to—**  
**H. B. OWEN, Ltd.**

**17**, Berkeley St.,  
**LONDON, W.1.**  
**TEL. Mayfair 9060.** (7005)

**JACK OLDING OF MAYFAIR**

**OFFICIAL Rolls-Royce & Bentley retailers.**

**OFFER—**

**1950** Bentley Mark VI standard saloon, blue, another in black.

**1949** Bentley Mark VI standard saloon, two shades green.

**1949** Bentley Mark VI power operated coupe, by Park Ward, green, with green leather.

**1948** Bentley Mark VI standard steel saloon, grey with grey leather, another in black.

**1947** Bentley Mark VI standard 2-door saloon by H. J. Mulliner, grey with brown leather.

**1939** Bentley 4½-litre high-vision saloon by H. J. Mulliner, black.

**DELIVERY of new and used cars quoted on application.**

**AUDLEY House,**

**NORTH Audley St., W.1**

**MAYFAIR 5942.** (7099)

**HAROLD RADFORD & Co., Ltd.**

**INVITE you to call and inspect their unique selection of Bentley cars.**

**FIRST** registered January, 1949, Bentley Mark VI standard steel saloon; chassis No. B 207 D2, colour, black; fitted with radio, heater and demister; latest modifications by Bentley; one owner; speedometer reading, 51,119 miles; in excellent condition.

**1947** (July) Mark VI Bentley 2-door four-door, drop head coupe, with Bentley, one owner, with completely enclosing hood attachment; colour, two toned grey; fitted with radio, heater, one window wiper and special luggage carrier; speedometer reading, 56,363 miles; in excellent condition.

**4½-litre Bentley with Vanden Plas all-weather touring 3½ body with window windows, colour, cream and speedometer reading, 67,423 miles; in exceptional condition throughout.**

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6542 (5 lines). (7092)

**MANN EBERTON & Co., Ltd.**, offer—

**1950** Bentley MK. VI steel saloon, dual grey with grey leather upholstery, chauffeur maintained and indistinguishable from new, 17,000 miles, new tyres just fitted; £2,500.

**1949** Bentley MK. VI drop head coupe by Park Ward, grey with grey leather upholstery in unimpaired condition throughout; mileage only 11,000. £2,500.

**1947** Bentley MK. VI steel saloon, black with brown hide upholstery, 14,000 miles, maintained throughout by Bentley distributors and modifications effected in exceptional condition; £3,750.

**14** Berkeley St., London, W.1. Bercent 2075. (7155)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer—

**1949** Bentley Mark VI saloon, 36,000 miles, condition immaculate; £2,450.

**1939** Bentley 4½-litre (overdrive) Park Ward standard, razor-edge saloon, 600 miles since 6/50 overhaul; £2,500.

**1936** Bentley 4½-litre Park Ward saloon, d.h.c., radio, etc. resprayed, £2,450.

**1934** Bentley 4½-litre Park Ward saloon, black and blue; £1,295.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 6207-8-9. (7520)

**LARGE stock of 3½-4½ Bentley cars for disposal.**

**H. B. OWEN, Ltd.**, 17, Berkeley St., W.1. Mayfair 9060 (10 lines). (7098)

**MASCOT MOTORS Ltd.**, offers the following—

**1935** (October) 3½-litre fully openable sports saloon by Salmons, black, green leather, 77,000, £1,875.

**MASCOT MOTORS, Ltd.**, 237-25, Kensal Rd., Ladbrooke 1251-2. (15905)

**1950** (August) Bentley Mark VI standard saloon, black with brown leather, 17,000 miles; £2,750.

**D. EVERALL, Ltd.**, Cleveland Rd., Wolverhampton, W.1. (621)





USE CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BROOKLANDS.**

1950 Bristol 400 saloon, black, close ratio gear box, occasional wear, by makers.  
1950 Bristol 400 coupe, maroon, serviced by makers.  
BUY or sell your car at  
103 New Bond St., London, W.1. Mayfair 8551-9 (5735)

**FRAZER NASH CARS offer:—**

401 Superlegers sports saloon fully modified.  
TYPE 400 saloons, colour black, 1948 and 1947 models, full details on request.  
F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 6011.) (5315)

**KEVILL DAVIES & MARCH, Ltd.**

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565 (1296)

**KEVILL DAVIES & MARCH, Ltd.**

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565 (1497)

A CLAND & TABOR, Ltd., Welwyn 461, offer with 3 months guarantee:—  
401 Bristol fitted with four-spoke drop head coupe by Bristol, Superlegers Type 401, 18,000 miles, leather, superb order, works maintained; £2,550. (7316)

1950 Bristol 401 saloon, black, beige, radio, heater, 12,000 miles, one owner.

RIPPO, Ltd., (Bristol) Purchase, 16, Albemarle St., Mayfair, London, W.1. Regent 2952. (7201)

1950 Bristol 401, 2 owners, 21,000 miles, radio and heater, excellent condition.

1949 Superlegers Type 401, 18,000 miles, full details.

WARD, J., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0136. (7630)

1950 Bristol 402 convertible, in really beautiful condition.—Taylor & Crawley, 48, Kensington, W.8. Western 6015. (4076)

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. (1618)

1950 (Nov.) Bristol 405 saloon, most attractive in class, off-white tailored house covers, wireless, regularly maintained by makers, taxed, £3,350; also 402 drop head coupe at a reasonable price.

F. C. WIMBOR, Ltd., 312, Earis Court Rd., S.W.8. (7457)

R. FREMANTLE 8401.

**Bristol Cars Wanted**

THE Bristol buyers.—27a, Pembroke Villas, W.11. Baywater 0525. (1240)

ANTHONY CROOK purchases used Bristol on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232 3. (5049)

A.F.N. Ltd. will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 6011.) (0476)

**B.S.A.**

365—B.S.A. Superlegers 1939 model, Series 6, 10hp open type, excellent condition; terms, exchanges.—Row and Smith, below.

245—B.S.A. Scout, August, 1939, 10hp motor, 5 speed, leather black, leather, very good condition; terms, exchanges; list open 97 week-days and Saturdays, 9 a.m. to 6 p.m., Hampstead (Hampstead Road Tube). (6058)

WALTER SCOTT, Ltd.—1938 model B.S.A. Scout coupe, black, exceptional; £2,350; terms, exchanges.

59, College Green, Hampstead, N.W.1. (Finchley Road Tube.) Pro 5914. (7161)

**B.S.A. Cars Wanted**

ROWLAND SMITH, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

B.S.A. in good condition wanted.—32, Brookham Drive, Hford, Essex. Tel. Valentine 2090. (2274)

**B.S.A. Spares and Service**

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—101, Off Portland St., W.1. Langham 7753. (0146)

SPARE parts for 10hp and 12-6 fluid flywheel models. S. Allen, Victoria Rise, Chapham, S.W.4. Macaulay 6199 and 6252-3. (064)

**BUGATTI**

CHIPPENDALE MOTORS, Ltd., offer

TYPE 43A 8-cyl supercharged roadster, 18hp, recon- ditioned, 1930, 1937, Fulham Rd. Kensington, London, S.W.3. (Plaxman 0052 7253/7154)

**Bugatti Cars Wanted**

CROFFREY & CO. Ltd. are currently requiring for immediate cash good type 37 Bugattis, all models.—Amenbury Lane, Harpenden, Herts. Tel. 113. (1451)

**Bugatti Spares and Service**

J. LEMON BULLOCK, Bugatti service, 3, Lonsdale Rd., Kilburn N.W.6. Maids Vale 1331. (0071)

**BUICK**

ROY GALWAY, Ltd.

1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio, and absolutely as new.

1949 Buick Special 2-door 6-cylinder saloon, complete with nylon seat covers, heater, radio, this car is as new.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (14 lines). (9248)

1937 Buick convertible four-spoke, excellent condition, radio, etc.; £375.—Queens Road Auto, 81, Queens Rd., Peckham, New Cross 5899. (4554)

**RUSSELL MOTORS offer:—**

1937 Buick 50hp 7-seater limousine, face-forward 12-cyl, occasional wear, black.

The above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (7114)

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1950 Buick 4-door saloon, colour maroon, radio, heater and loose covers, approx. 12,000 miles.

RHD 1950 Buick 4-door saloon, colour black, all extras, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4056 (1541)

SIMPSON'S MOTORS (Tel. Wembley 8691 or 3903) offer:—

1948 model Buick 51 Super, registered 1947, rhd, with accessories.

1948 Buick convertibles (full list see "American Cars").—Simpson's Motors (Wembley), Ltd. 1330

1938 8-cylinder Buick chassis, new radiator, re-conditioned dynamo and starter, bargain; £105.—Hollands, 63, Glosom Rd., Camberidge. (7126)

C. P. BROOKS, 154, Lancing Rd., Orpington.—Buick Victor saloon, new tyres, twin spare, radio, mechanically perfect, unmarred interior; £235.—Orpington 6499.

£550.—1929 Buick 30hp de luxe saloon, column gear change, loose covers, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6499.

CAMDEN MOTORS.—Buick Special Victor saloon 1939, black/gray, steering coil, gears, over-riders, handbrake, seat covers, privately owned and in really nice condition; £275.

CAMDEN MOTORS.—Buick Victor saloon 1939, similar to above, but with leather, fitted heater, etc.; £345.

CAMDEN MOTORS.—Buick Victor saloon 1940, late model, just extensively overhauled, built in radio and heater, moderate mileage; £615.

CAMDEN MOTORS.—Buick Super Buick saloon, July 1947, month organ new front, radio, heater, seat covers and other post-war American extras, immaculate appearance, nominal mileage; £595.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (25 lines). Write for post free catalogue of nearly 500 cars, hire purchase, part exchanges, free delivery, showrooms open till 7 p.m. 7 days a Saturday.

1935 Buick McLaughlin 20hp D.H. coupe, Carlton coachwork, black, new battery, excellent condition; £300.—R. Perkins, 162, Earlshall Rd., Egham, S.E.5. (7729)

ROSE & YOUNG, Ltd., offer: 1948 Buick Super 8 4-door de luxe saloon, fitted heater, radio, defroster, vials indicators, etc., low mileage, superb condition, H.A. first reg. Nov. 1948, black; bargain; £1,495.

42-49, St. John's Ave., Stratham Hill, S.W.11 (11 minute Stratham Hill Station). Tube Hill 6464. (1700)

£950.—November, 1948 Buick Super L.H. drive 4-door saloon, paintwork immaculate in two-tone silver, inside trim with latest type nylon check covers, very comfortable extra, including push-button radio, automatic heater, 18 free, 18 demisters, windscreen washers, travelling spotlight, traffic wipers, spacious luggage compartment, tyre as new, cost £200 for the year, in really lovely order and unresaleable at the price asked.

B. BRIDGES MRS. Baywater Sales & Service, 2, Pembroke Villas, W.11. Baywater 9551.

After 5. Tube Hill 4755. (6509)

BUICK 30hp saloon, an opportunity to acquire a genuine Buick car, a 1935 car it has only one owner, a genuine 15,000 miles, and is in far better condition than most Buick cars, it has only one owner, a chauffeur driven, and stored throughout the war in a heated garage, never driven above 30 mph, no advertising can do justice to this car, it must be seen to be appreciated; offered at the low price of £300; compare this with post war models.

CHADWYNS USED CAR SPECIALISTS, 25, Watford Rd., Kings-Norton, Birmingham, Tel. Kin. 2927-2919. (1014)

**Buick Cars Wanted**

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Buicks (1937 onwards).—Wembley 8691/3903. (0664)

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 1941. (7700)

SOLE concessionaires Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (0304)

**Buick Spares and Service**

BUICK sole concessionaires Lendrum & Hartman, Ltd., Buick Works Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141)

**CADILLAC**

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1949 Cadillac 4-door saloon, colour maroon, radio, heater and loose covers, approx. 12,000 miles; £2,150.

1949 Cadillac 4-door saloon, colour blue, chv engine, all extras.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4056 (1540)

**Cadillac Cars Wanted**

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Cadillacs (1937 onwards).—Wembley 8691/3903. (0665)

SOLE concessionaires Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (0034)

**Cadillac Spares and Service**

CADILLAC sole concessionaires Lendrum & Hartman, Ltd., Buick Works Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012)

**CHEVROLET**

1950 (October) Chevrolet 4-door Skyline de luxe saloon, black, mileage 8,000, spare unused; £1,750; trade enquiries welcomed.—H. C. Paul, Ltd., 31, Bruton Place, W.1. Mayfair 052-2. (3697)

**BRITISH & COLONIAL MOTORS offer:—**

1950 Chevrolet 4-door Skyline saloon, L.H.D., 9,000 miles.

1949 Chevrolet 4-door Skyline saloon, R.H.D., 14,000 miles.

1946 Chevrolet 4-door Fleetmaster saloon, R.H.D., £119 tax.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3568. (7192)

JOE THOMPSON (MOTORS), Ltd., offer:—

CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4056 (1509)

SIMPSON'S MOTORS (Tel. Wembley 8691 or 3903) offer:—

1949 Chevrolet 2-door saloons with accessories; choice of two (full list see "American Cars").—Simpson's Motors (Wembley), Ltd. 1330

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Chevrolet 4-door saloon, L.H.D., grey, heater, 10,000 miles.

56 Park Lane, W.1. Regent 4866, 574, Ealing Rd., Alport, Middx. (Portsmouth 3358).

1939 Chevrolet fixed head coupe, full 4-door, recently recoloured, very attractive car; £450.—W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors, 100, Tottenham Court Rd., Dagenham, Essex. Rainham 770 (8 lines). (1537)

£1095.—Right-hand drive post-war Chevrolet Fleetmaster 6-cylinder saloon, 1947 model, an immaculate vehicle by almost any standards, superb modern streamlined body styling with latest chrome plated radiator grille, chrome wheel, stainless steel and polished steel gravel guards, remarkably fine mechanical order, giving a luxuriously smooth powerful ride, although definitely economical to run, almost new White wall tyres, seat covers and usual extras.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (25 lines). Write for post free catalogue of nearly 500 cars, hire purchase, part exchanges, free delivery, showrooms open till 7 p.m. 7 days a Saturday.

**Chevrolet Cars Wanted**

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Chevrolets (1937 onwards).—Wembley 8691/3903. (0666)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. (7198)

**Chevrolet Spares and Service**

CHEVROLET spare parts and repairs for private vehicles. Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (7200)

**CHRYSLER**

FRANK DALE offer:—

1938 Chrysler Imperial rammer-edge coach built 1938 4-door saloon, fitted large bulb, new condition, new tyres, twin horns, beautifully maintained, cost £995; looks and runs like a Rolls, offered at very reasonable price—66, Princes Gate Mews, Exhibition Road, S.W.7. Ken. 6960. (1568)

1936-37 Chrysler; £285.

KING & ELLIS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5526 and 5527. Open week-days 9 a.m. to 7.30 p.m. (6445)

CHRYSLER 20hp 51.90 d.b. four-spoke, very good condition, excellent leather; £260 car, £2200. 725-727, High Rd., Augustin Terrace, Littlehampton. (7599)

1914—Chrysler 20hp saloon, 1955 but gives performance of much later model, recent tiller for 495, including brakes, engine, tyres, etc., really excellent genuine vehicle, economical 6-cylinder, three months guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L High Rd., Finchley, N.12. Fin. 6221. (16799)

**Chrysler Cars Wanted**

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555-2155. (0643)

CASH immediately for good Chrysler.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. (1249)

ROWLAND SMITH, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Chryslers (1937 onwards).—Wembley 8691/3903. (0667)

**Chrysler Spares and Service**

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spare parts for all models; exchange reconditioned parts in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555-2155. (0643)

CHRYSLER Specialists: repairs spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (0403)

**CITROEN**

ROON & PORTER, Ltd.

1946 Citroen 15 saloon, brown, sun roof, mileage 45,000, recently recoloured; £295.—Oakman, 8 W.15. (By Hammersmith Bridge), R. ver-side 4444. (1594)

C. G. NORMAN & Co

CITROEN sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and replacement parts.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2234. (0403)

1950 Citroen Light 15 saloon, maroon with red upholstery, 15,000 miles; £1175.

R. C. WIMBOR, Ltd., 312, Earis Court Rd., S.W.8. (7457)

R. FREMANTLE 8401.







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALAN TAYLOR (10 h.p.)

**1949** Prefects from £775 to £815.

**1950** Prefects from £865 to £895.

**HIGH ST.**, Wandsworth, S.W.18. Tel. Vandye 4455.

**W. J. BROWN, Ltd.**, used Ford specialists.

**1947** (June) Ford Prefect saloon, black, brown leather upholstery £625.

**1946** (Dec.) Ford Prefect saloon, black, brown leather upholstery £575.

**W. J. BROWN, Ltd.**, Ford main dealers.

**339** Finchley Rd., N.W.3. Hampstead 4414.

**DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.

**1950** Ford Prefect saloon, black-red hide, 2,400 miles, auto. clutch.

**56** Park Lane, W.1 (Regent 4660); 374, Ealing Rd., Ayrton, Middle (Perivale 3589); and 8 and 12, Garsington Rd., Oxford, S.E.6 (Rother Green 8221).

**W. J. REYNOLDS (MOTORS), Ltd.**, Main Ford and Fordson Distributors.

**W. J.** always have a good selection of Ford Prefects which have been through our works and overhauled mechanically and legally and which are therefore far above average condition; exchanges and terms.

Ford House, New Rd., Dagenham, Essex. Rainham 770 (5 lines).

**1949** Ford Prefect saloon, black, leather, immaculate condition. £795.

**MAIRPATR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.3. Col. 409.

**1950** series Ford Prefect, black/fawn, low mileage, 4100.

Ford Prefect, 1949, green, 20,000 miles, leather, radio, excel. cond., £900. Mr. Lozley, Kipp's Way 3551.

**1939** Ford Prefect, leather upholstery, reconditioned engine, a good example of these well-tried cars. £520.

**MACDONALD MOTORS, 311**, Trinity Rd., Wandsworth Common, Battersea 5573.

**1950** (Nov., 1949) Ford Prefect, black, carefully used and serviced, £750—Campbell Symonds, Wembley 6262.

**£325**—Reg. 1941 Ford 10 Prefect 4-seater tourer, grey, good weather equipment, clean condition, excellent runner, bargain—Bray 4100.

**£385**—1940 Prefect 4-door saloon, clean condition, excellent runner, bargain—Bray 4100.

**1949** Ford Prefect saloon, green, with cloth upholstery, mechanical condition perfect, £795—Below.

**1948** Ford Prefect saloon, black, with leather interior, very smart car, £750—Below.

**1939** Ford Prefect 4-door saloon, blue leather upholstery, just fitted reconditioned engine, bodywork perfect, £450.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. G.A. 2334.

**1950** Ford Prefect saloon, black leather, mileage 7,000—H. C. Paul, Ltd., 39, Bruton Place, W.1. Mayfair 9531-2.

**1950** Ford Prefect de luxe, green, beige, leather upholstery, just out of Coventry, as new, £925—Apply Norman, Hainault 4257.

**1949** (November) Prefect, black, one owner, 11,000 miles, Ford serviced, £750—See Birmingham or Sussex by appointment—Box 6760.

**1950** (Sept.) Ford Prefect saloon, beige, brown leather, mileage 7,000, taxed year, £625.

**1950** Ford Prefect saloon, black with brown leather, radio, heater, twin horns; an immaculate and carefully used car, 7,000 miles, £675.

**A. SAUNDERS, Ltd.**, Austin House, Castle St., Worcester. Tel. 2568.

**1949** and 2-14, Meard St., Soho, W.1. Langham 1594-5.

**1946-50** Ford Prefect saloons, low mileage, all guaranteed.

**1938** Ford 10 tourer, 8 engine fitted January, excellent paint, leather and mechanical; £425—King's Motors, 1, High St., Hounslow, Tel. 5532.

**1950** (October) Ford Prefect saloon, beige, leather upholstery, defroster, 6,000 miles, one owner, exceptional throughout—Bands, Burnham, Bucks. 84.

**1949** (reg.) Ford Prefect, black, with brown upholstery, in excellent condition in every detail, £695—Pantiles Service Garage, London Rd., Guildford 5336.

**825** cns.—Ford Prefect (November, 1950) 10h 4-door saloon, green, brown leather, one careful owner, 9,710 miles, almost new condition; terms, exchanges—Rowland Smith, 118, Balham Hill, S.W.12.

**545** cns.—Ford Prefect 1946 10h 4-door saloon, black, red leather, good tyres, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**MAIRPATR ARCH MOTORS, High St.**, Watford, offer:

1949 Ford Prefect saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

**1946** Ford 10 Prefect, black, carefully used, non-ideal mileage; gentleman may have larger car, cash or exchange preferred—Enterprise Garage, Church St., Farnham, Berks. Tel. Farnham 2257.

**1949** (Nov.) Ford Prefect 10h 4-door saloon, black with beige cloth trim, absolutely new condition and appearance, mileage 15,000, £815—Tel. Watford 449.

**1949** one-owner, works maintained, specially built Prefect, beige, brown leather, heater, radio, chrome, spotlights, and many accessories.

best offer over £700—Eitham 4672.

## FORD (10 h.p.)

**1947** Ford 10h Prefect de luxe saloon, black with red leather upholstery, genuine 22,000 miles, chauffeur maintained for one private owner, new engine fitted 2,000 miles, a superb example of this popular model, £645.

**ROBBINS, 96-98**, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581.

**Ford Ten Cars Wanted**

**ROWLAND SMITH'S**, the Ford 10 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0958)

**MARSTON MOTOR CO., Ltd.**, for your Ford 10—Tel. 5114, 5000, Seven Sisters Rd., Tottenham, N.15.

**CASH** buyers of low mileage Ford 10s; distance no object—Barnes, London St., Southport, Tel. 2298.

**A S new** post-war Ford 10 required—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulis Hill 2768 (day).

**FORD (V.8)**

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hinde 4444.

**1950** Ford Pilot saloon, choice of two cars, both low mileage and in first-class condition.

**T W** always have cars available for inspection any time; hire purchase terms can be arranged.

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hinde 4444.

**CAR MART, Ltd.**

**1950** (Nov.) Ford Pilot saloon, radio, heater, 9,000 miles, £1,125. Car Mart, Ltd., 530, Euston Rd., N.W.1. Euston 1212.

**J. DAVY offers:**

**FORD Pilot, 1950** (November), blue/white hide, 5,000 miles only, £1,125.

**FORD Pilot, 1950** (May), green/beige hide, radio, 7,000 miles only, £1,075.

**FORD Pilot, 1949** model, green/beige, radio, moderate mileage, £1,075.

**180**—152, Kensington High St., W.8. Western 9641.

**NEWNHAMS, Ltd.**

**1950** Ford Pilot saloon, black with beige, radio, 9,000 miles, exceptional condition.

**NEWNHAMS House, 235-79**, Hammersmith Rd., London, W.6. Riverside 4546.

**OVERSEAS CARS, Ltd.**

**1950** Ford Pilot saloon, black, brown leather, heater, one owner, 11,000 miles, £1,075. For other Overseas Car bargains see page 151.

**OVERSEAS CARS, Ltd.**, 477, Bromington Rd., Knightsbridge, S.W.1. Tel. Kensington 7475.

**C. & S. MOTORS offers:**

**1937** Ford V.8 d.h. coupe, 30hp reconditioned engine, genuine mileage 2,822, repainted, re-upholstered, new hood, spec. light, immaculate condition and appearance, 290cgs, or terms arranged—Dudden Hill Lane, Neasden, Gladsome 9602-4.

**WARWICK WRIGHT, Ltd.**, offer:

**1950** Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761.

**J. THOMPSON (MOTORS), Ltd.**, offer:

**AMERICAN Ford V.8 registered 1949**, 4-door saloon, A colour black, r.h.d.—£795.

**J. THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4826.

**GORDON CARS (LONDON), Ltd.**—1950 Ford Pilot saloon, £1,025.

**GORDON House, 373**, Euston Rd., London, N.W.1. Euston 6611.

**PERFORMANCE CARS**—Good selection always available, written guarantee—See under "Sports Cars."

**HEARSE Modern Ford V.8 50hp**, seating six, adjustable leather table, desirable condition, £495.

**ALPS & SAUNDERS (100-Lincolns)**, Providence Court, North Audley Street, Mayfair-2941.

**1938** Ford V.8 saloon, £295—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7044.

**FORD Mercury grey saloon** first registered 1949, perfect condition, new engine recently installed—Tel. West Warrington 234.

**CENTRAL GARAGE (CROYDON), Ltd.**, offer 1949 Ford Pilot, black, heater and radio, perfect condition, £825—Central Garage, Croydon.

**1950** Ford Pilot, finished in green with fawn hide upholstery, fitted radio and heater, in immaculate condition, £1,075, terms, exchanges.

**J. ASH BROTHERS (Motor Showrooms)**, 151-153, Fitzwilliam St. (off The Moor), Sheffield 1. Tel. 2667.

**1950** (Oct.) Ford Pilot saloon, black, radio and heater, as new, £1,069—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey.

**CAMDEN MOTORS**—Ford Pilot saloon, 1949, in black with brown leather, heater, radio, paintless, all with complement of extras, whole car in almost brand new condition, £965.

**CAMDEN MOTORS**—Ford V.8 50hp saloon, post-war, registered 1949, 210 (1 line), mode streamlined bodywork (model 91A series), and immaculate interior upholstery, fast, powerful but most economical, an ideal big family car, superb bargain, £550.

**CAMDEN MOTORS**—Ford V.8 50hp 6-seater saloon, 210 (1 line), 210 (1 line), mode streamlined bodywork, accessories, built-in heater with windscreen demisting, steering coil gear change, rimblishers, etc., excellent runner, only £575.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 201 (5 lines)—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire-purchase facilities, part exchanges; free delivery anywhere in the United Kingdom. Cars re-fund to purchasers from any part of the country. Showrooms open till 7 p.m. Monday-Saturday.

**1949** Ford Pilot saloon, 9,000 miles—Autocar, Ltd., Winchester, Winchester 3634. (0953)

**LATE 1950** Ford Pilot, green, mileage under 10,000, leather, radio, heater, £1,050, exchange considered—"Lingwood," Upper Banat Avenue, Southampton, Tel. 66831.

**FORD sale**, Ford V.8, in exceptional condition throughout, first registered 1947, 1950, left-hand drive, saloon, £195 for quick sale—D. Laitley, Barton House, Alford, Hants. Medstead 2193.

**1950** Ford (Nov.) Ford Pilot saloon, green with beige leather, radio and heater, guaranteed 11,000 miles, looks 5,000 miles, as new, £1,025—Gibson Sports Cars (Christchurch), Ltd., Londhurst Rd., Christchurch, Hants. Tel. 1681.

**1939** Ford V.8 saloon, 91A model, finished black, fitted disc covers and heater, bodywork and chassis throughout in unusually good order, new engine fitted during the last year, £425—Bells Service, 134, London Rd., Kingston-on-Thames. Kingston 1185.

**FORD V.8 Cars Wanted**

**A S new**, post-war Ford V.8 required—33, Broadwalk Rd., W.8. Tulis Hill 1288 (day).

**ROWLAND SMITH'S**, the Ford V.8 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0958)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, require Ford V.8 (1 line) contracts, terms, exchanges.

**ALMOST** new Ford V.8 required; cash payment, 14, Morley, 54, Streatham Hill, S.W.2. Tel. W.1. 4486.

**UTILITY—FORD OR OTHER BODIES**

**1937** Ford V.8 30hp utility, £325.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Middlesex 6886-9.

**1937** Ford V.8 30 7-seater utility, thoroughly overhauled; terms, exchanges; R.A.C. or A.A. examination view, £475.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. Euston 4466.

**1948** Fordson utility, fawn and natural wood, excellent condition, £325—King's Motors, 1, High St., Hounslow, Tel. 5532.

**FORD Mercury Utility (first registered 1949)**, in excellent condition throughout, £295—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 4671-5.

**1947** 10hp Fordson 4-door 8-seater shooting brake, new engine, immaculate condition, £475—Broadway Motors, 97, High St., Hounslow, W.1. Tel. 0172.

**1946** Ford 10 Martin Walter Utilecon, one owner, perfect condition, £325—Balham Hill, S.W.12. Battersea 3290, 3709.

**A TRACTIVE** Ford Mercury shooting brake, Canadian-built body, steering-column gear change, 410 iax, new tyres, new gearbox, engine reconditioned, broken re-tired, new seats or will suit of modern bonnet design—Atkinson, Leathead 2118, Croydon.

**495** cns.—Ford 8 (June, 1947) 4-door 5-seater utility, coach-built varnished timber body, glass all round, removable rear seat, drop down, carefully used, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**Ford Utility Cars Wanted**

**FORD 8, 10 and 50hp utilities** wanted from 1936 onwards.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4466.

**ROWLAND SMITH'S**, the Ford Utility buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041.

**FORD MISCELLANEOUS**

**TANKARD & SMITH, Ltd.**, offer the choice of many used cars, all subject to three months' written guarantee—138, King's Rd., N.W.3. Tel. Fax. 4801-3.

**Ford Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Ford buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0958)

**HAROLD PERRY, Ltd.**, main Ford dealers—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hinde 4444.

**FORDS** wanted—Smith's, 96, Chalk Farm Rd., N.W.1. Tel. 2767.

**FORD 8 or 10hp** in good condition wanted—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2098.

**Ford Spares and Service**

**MODEAN** equipment handled by a skilled staff ensures good service.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665.

**F. H. PEACOCK, Ltd.**









USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**£185**—1934 Number Super Buick de luxe saloon, clean condition, an excellent offer to the small hire man. 14,000 miles. 130-134, West Lane, N.W.6. Hampstead 6490. (1961)

**1950** (Nov.) '51 model Number Super Buick saloon, black, 14,000 miles. owner immaculate. £1,525.—Ray Powell, Ltd., 113, Fairlop Rd., Leytonstone, E.11. Leytonstone 3586. (1976)

**HUMBER** 1939 7-passenger limousine, Thrupp body, P.F. seat, cloth interior, reconditioned engine, heater, perfect condition. 5980s.—Frank Pain, 34, Kings College Rd., N.W.3. Tel. 4451. (1908)

**1950** Number Imperial 7-seater saloon, black, 14,000 miles only, very good specimen. £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1105. (1702)

**HUMBER** Imperial saloon, first reg. July 1950, maroon and light fawn leather, radio and heater, twin shock lamps, Michelin tyres, mileage guaranteed at under 10,000, absolutely as new. £2,150.—Hendry & (dies) 2711. (6994)

**525** 1943—1940 Number 18.5hp 4-door saloon, first registered 1943, reconditioned engine August, 1949, exceptional condition. £1,950 deposit.—George Clarke Motors, Ltd., 279, Britton Hill, S.W.2. Tulse Hill 5211. (1929)

**HUMBER** Super Buick 1951 model Mark III, first reg. Nov. 1950, mileage 2,140 only (guaranteed), colour grey, steel body, whole car is absolutely new, and is for immediate delivery; private owner; reasonable offers please. S.—West 1234. (1767)

**1947** Number Super Buick, £250; black, with brown leather interior, 24,000 miles, cellulose perfect, loose covers, new tyre; this car has been used by a director who has now had a new car delivered; it has been kept in 100% condition by works engineers, A.A. inspection invited.—Apple Dorrings, Kook Mts. Co., Ltd., Tottenham, Tel. 204, 3515. (1616)

**1951** Series Number Super Buick, this car is literally indistinguishable from new, it is finished in black, loose covers, new tyre, 24,000 miles only, has had only one ownership; opportunity to acquire car in almost new condition for immediate delivery; writing guarantee; terms, exchanges.—M. P. Edwards, 28, Upper High St., Epsom 9400. (7253)

**1950** (June) Number Super Buick Tickford convertible, finished grey with brown hide upholstery, fitted H.M.V. push-button radio, interior heater and tailored loose seat covers, whole car in excellent and unmarred condition, 14,000 miles and serviced by us since new, probably the best example of this very rare model offered for sale today; price £1,975. (1976)

**R**ELIANCE GARAGE, Waterloo Rd., Blackpool, Tel. 62025. (1612)

**£695**! Number 27hp Pullman 7-passenger limousine 1939, excellent black coachwork with fawn interior, face forward chassis, winding system, practically new engine, ventilated including crankshaft, rearward main end and rebore; not yet fully run, opportunity for discerning hire operator; four other Pullmans from which to choose at prices from £450.—(1976)

**CAMDEN MOTORS** Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire, purchase, part exchanges; free delivery; showrooms open till 7 p.m. Monday-Saturday. (1976)

**A & S** Limousines, 1937, partition, widest coachwork, Thrupp & Maistry, black. Also 1947 Limousine, partition, forward occasional, beautiful order throughout, low mileage, black, bargain value. (1976)

**1949** Limousine Phase II, low mileage, original owner, partition, forward occasional, excellent condition. (1976)

**L & E & SAUNDERS** (100-Limousines) Providence A Court, North Audley Street, Mayfair-2941. (7033)

**Number Cars Wanted**

**R**OOTES, Ltd.,

**D**ISTRIBUTORS,

**R**EQUIRE modern low-mileage Number cars,

**B**IRMINGHAM—Lower Temple St. (Central 6411).

**M**ANCHESTER—129, Denesgate (Blackfriars 6677).

**M**ALDENSTONE—(Maldstone 3553).

**C**ANTERBURY—(Canterbury 3232).

**R**OCHESTER—(Chatham 2231).

**W**YTHAM Heath—(Borough Green 4.)

**R**OOTES, Ltd. Donerhouse House, Piccadilly, W.1. Tel. Grosvenor 3401. (1016)

**R**OWLAND SMITH'S, the Number buyers—Hampstead Hill (Hampstead Tube). Ham. 6041.

**C**ASH immediately for good Number car. F. Edwards, 21-25, Upper High St., Epsom 9400. (7251)

**A** new, post-war Number required.—Fortune, 5, Brax Court, Kingston Hill, Surrey. Tulse Hill 1266 (day).

**A**LMOST new Number required, cash payment.

**A** Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4489. (1942)

**C**ASH buyers of low mileage Number Hawks; distance no object.—Motions, Lord St., Southsea, Tel. 2265. (10793)

**P**HOENIX MOTOR CO. (SURREY), Ltd., urgently require Number Super Buick, 1939, 1940, 1941, House, High St., Sutton, Surrey. Vigilant 1121 (6 lines).

**B**IRMINGHAM and Midlands—Low mileage Number modern cars required by George Heath, Ltd., 150, 152, Newhall St., Birmingham, and Lower Temple St., Birmingham 8. (10086)

**C**RIPPS, of Nottingham, urgently require all types of Number cars, recent models, used and new.

**N. Cripps & Co., Ltd.**, The Number Distributors, Parliament St., Nottingham, Tel. 45361. (1953)

Number Spares and Service

**CATERMOLLS (GARAGE), Ltd.**, for Number spares, sales and service.—79-89, Pentonville Rd. (1585)

**DE NORMANVILLE** gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. (10790)

**THE** Number Specialists for all spare parts.—Rings Upstairs 3537. See advt. under Parts & Accessories.

INVICTA

**INVICTA** 4½-litre, in exceptional condition; laid up 1933 to 1945; very low mileage; original instruction book and bill of purchase for £1,125; 1954 model; price £450.—Lalley, Barton House, Alresford, Hants. (7601)

**1949** Invicta Black Prince fitted with special four-speed drop head coupe, finished in deep burgundy with beige leather upholstery; radio, heater, etc., etc.; costing nearly £4,000, would accept £1,275.—Harry Martin, 23, Devonshire Place, W.1. (7552)

**INVICTA** Black Prince Autocar twin overhead camshaft 5½-litre Aeroline de luxe saloon, fitted every conceivable luxury and extra, we have scrapped the torque-converter (also on this Invicta and fitted a manual 4-speed Jaguar box giving a scintillatingly brilliant performance throughout the complete range; as an outstanding example of British craftsmanship and engineering this machine can be regarded as; originally cost £3,850, this Invicta presents an outstanding opportunity for the enthusiast to obtain a post-war vehicle comparable with any an entirely disproportionate figure.—Simmons for all Invicta conversions, 12, Rex Place, Park Lane, W.1. Grosvenor 2635. (16770)

JAGUAR

**H**ENLIS, LTD.,

**E**NGLAND'S Largest Jaguar Distributors.

**S**LECTION of all models at attractive prices.

**DEVONSHIRE** House, Piccadilly, W.1. (Grosvenor 4444).

**H**ENLIS, Ltd., 265, Euston Rd., N.W.1. (Euston 4444).

**M**ANCHESTER (Blackfriars 7543).

**B**RISTOL (Bristol 2136).

**B**OURNEMOUTH (Bournemouth 6314).

**N**ORTHAMPTON (Northampton 907).

**C**AMBRIDGE (Cambridge 77).

**S**TREATHAM (Streatham 7751).

**H**OUNSLOW (Hounslow 3454).

**F**INCHLEY (Finchley 0081).

**G**REAT West Rd. (Ealing 5477). Official Jaguar Service Station.

**C**AMDEN TOWN SERVICE STATION (Oval 5141).

**H**ENLIS, Ltd., England's Leading Motor Agents. (10027)

**N**EWNHAMS, Ltd.,

**1947** Jaguar 1½-litre saloon, special equipment, green, excellent condition.

**N**EWNHAMS, Ltd., 255-7, 5, Hammersmith Rd., London, W.6. Riverside 4456. (7112)

**R. F. FUOGLE, Ltd.**, Bushey Heath, Herts. Tel. 1605 (4580)

**COACHCRAFT** offer:—

**1939** Jaguar 3½ saloon, engine reconditioned, very clean car, £395; guaranteed 3 months.

**COACHCRAFT**, Elm Rd., Evesham, Tel. 6339. (17870)

**D. J. BREPHER & Co. (ENFIELD), Ltd.**, 1696

**1950** 1½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition. £2,100.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Bedford Rd., Enfield, Howard 1631. (16661)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1949** Jaguar Mark V, black with red, 16,000 miles; £1,695.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford GU1 2D-9. (7531)

**JAGUAR** 2½-litre, perfect; £425.—Lindstrom, 91, Telford Avenue, N.W.2. (16973)

**GORDON CARS (LONDON), Ltd.**—1950 Jaguar 2½-litre Mk. V saloon, £1,595.

**GORDON CARS (LONDON), Ltd.**—1949 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1948 Jaguar 2½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1946 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1945 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1944 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1943 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1942 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1941 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1940 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1939 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1938 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1937 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1936 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1935 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1934 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1933 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1932 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1931 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1930 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1929 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1928 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1927 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1926 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1925 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1924 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1923 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1922 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1921 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1920 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1919 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1918 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1917 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1916 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1915 Jaguar 3½-litre Mk. V saloon, £1,750.

**GORDON CARS (LONDON), Ltd.**—1914 Jaguar 3½-litre Mk. V saloon, £1,750.

**JAGUAR** 2½-litre Mark V saloon, 1950, battleship grey, biscuit hide, H.M.V. radio, 11,000 miles (1976)

**1950** (December) Mk. V 3½-litre Jaguar saloon, grey, fitted loose covers, 2,400 miles (17034)

**1950** Jaguar (July) 3½-litre, met. grey, 10,000 miles; £1,975.—C. A. Peto, Ltd., 42, North Audley St., W.1. Marfair 3051. (7086)

**R. P. POWELL MOTORS, Ltd.**, for Jaguar cars, East London area dealers.—331, Romford Rd., Forest Gate, E.7. Maryland 4618-9. (10700)

**1947-8** 1½-litre Jaguar special equipment saloon, cream, green leather upholstery, extremely fine condition throughout; £295.

**BIRKETT MOTORS, Ltd.**, 72-74, High Rd., South Hampstead, N.14. Buckhurst 2766. (16350)

**1948** Jaguar 1½-litre, B. Equip., 24,000 miles only, grey metallic grey leather, radio, wheel disc and many extras, finished throughout; £1,797.

**1939** Jaguar 1½-litre, mechanically perfect throughout, bodywork perfect, black cellulose immediate interior upholstered best quality leather and very clean; wheel discs and many extras; extremely good appearance; £599.

**CARR BROS.**, The Sobo Garage, Sobo Sq., W.1. Carr 6678-3. (7259)

**1949** (Sept.) 1950 series Mark V 2½-litre Jaguar saloon, black with red leather, 12,000 miles, one owner, new condition; £1,795.—John Tews, Ltd., 110, Tottenham Court Rd., W.1. (19770)

**£257** 10—1937 Jaguar 2½-litre sports saloon, excellent condition.—O. P. (Balham), Ltd., 2, Balham Hill, S.W.12 (100 yards Clapham South Tube). Tel. 1107. (17112)

**695** 1939—Jaguar, July 1948, 3½-litre 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

**495** 1939—Jaguar, 1939, 3½-litre 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition; terms, exchanges; call open 9-5 week-days and Saturdays.—Rowland Smith, below:—

**LANCASHIRE** specialized sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Manchester (Hampstead Tube). Tel. 6081. (75791)

**JAGUAR** 1950 3½-litre coupe, finished blue, with blue upholstery, registered 1950, 19,000 miles, equal to new; £2,250.—Ashmores, Ltd., Roebuck Lane, West Bromwich, Tel. 0766. (17770)

**1949** (Dec. 1948) Jaguar 2½-litre saloon, black/leather, 13,000 miles, registered 1949, in perfect condition throughout; £1,195.—L. F. Dove, Ltd., Guildford Rd., Woking 1262. (15136)

**ROSS & YOUNG, Ltd.** offer 1947 Jaguar 1½-litre saloon, special equipment, bargain; £965.—12-14, St. John's St., Epsom, Surrey. Tel. 6444. (16018)

**1938** Jaguar 3½-litre 4-door coupe, beautifully finished in cream with brown leather, excellent condition throughout; £295.—Panthers Service Garage, London Rd., Guildford. Tel. 2426. (19495)

**1946** October 1946, exceptional condition throughout; £795; 3 months' written guarantee.—Bryons Garage, Loughton (Essex) 4113. (1976)

**OPPORTUNITY** knocks! 1948 3½-litre Jaguar saloon, just carefully run in (mileage 12,000) by present original owner, negative condition; discs, radio, etc.; £1,450, bargain, no offers.—R.M. & W.C. (17544)

**NOVEMBER** 1948, cream d.h. coupe, 2½-litre Jaguar, 15,000 miles; in spotless condition with many extras including radio, leather, Ase wheel discs, 5141 chassis, etc.—Great Western Motors, Bishopsgate Rd., Ambassador 1001. (7544)

**CAMDEN MOTORS**—Jaguar 1½-litre 14hp sports saloon, late 1939, this car can be best described by comparison to a carefully used post-war model, chrome-work and red leather interior (just returned and fitted new heavy pale carpets), the engine fitted new at works October, 1951 has been tested and tuned this week, performance is quite the best we have experienced on any 1½-litre Jaguar; £665.

**CAMDEN MOTORS**—Jaguar 1½-litre 14hp sports saloon, 1939, black/brown leather, fitted discs, pale and Claxton heater, quite a nice car in much above average mechanical condition; £495.

**CAMDEN MOTORS**—Jaguar 1½-litre 14hp sports saloon, July 1939, two owners only, car unused 1940-1946, total mileage 51,200, original condition throughout except for major engine and gearbox (available), and new set of Goodyear (tyres specially recommended); £875.

**CAMDEN MOTORS**—Jaguar 1½-litre 12hp sports saloon, 1937, one of the scarce small horse-power Jaguars with the typical exhibits of Jaguar performance allied to economical running costs, attractive body styling and general appearance; £395.

**CAMDEN MOTORS**—Jaguar 1½-litre 14hp sports saloon, Dec. 1946, silver grey, red leather, fitted disc wheels, lights and other extras (including radio), a very well maintained car purchased direct from original owner, moderate mileage; £795.

**CAMDEN MOTORS**—Jaguar 2½-litre sports saloon, late 1938 model, extensively reconditioned mechanically, excellent tyres and very vivid performance; £525.

**CAMDEN MOTORS**—Jaguar 3½-litre sports saloon, mid June 1947 (old tax), late pre-war model in black with red leather, very bright condition, fitted disc, etc., astounding value at £295.

**CAMDEN MOTORS**—Jaguar 3½-litre sports saloon, C 1947 model (December registration), an immaculate low-mileage car with heater, radio, massilia disc and numerous other extras; £295.

**CAMDEN MOTORS**—Jaguar 3½ Mark V saloon, 1950, black/brown leather, practically a brand new, served every 1,500 miles by a specialist distributor; £1,795.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).

**Delivery** of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, etc. Free delivery anywhere in the United Kingdom. Partes refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday-Saturday. (1767)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1947** Jaguar 1½-litre saloon, black with brown hue, first registered 26.2.47, very carefully used, indistinguishable from new. £975; any road post-war car considered in exchange. Herbert Hothorn, Ltd., Cambridge. Tel. 4461. (7196)

**1947** model Jaguar 2½-litre saloon, black and chromium, brown leather, very fully equipped, beautifully maintained, thoroughly recommended, written guarantee, terms, exchanges—H. F. Edwards, 28, Upper High St., Epsom 9450. (7254)

**MARK V** late 1949 Jaguar 2½-litre saloon, silver grey, unpolished grey leather, completely equipped H.M.V. radio, heater, automatic upper-cylinder lubrication, immersion heater, screen spray, etc.; absolutely as new in every respect; 15,000 miles; carefully driven and maintained; £1,925 or consider small car part exchange; seen Bristol—Box 6762. (7632)

## Jaguar Cars Wanted

**HENLYS, Ltd.,**

**ENGLAND'S Largest Jaguar Distributors.**

**DEVONSHIRE** House, Piccadilly, W.1. (Greaveson 2257.)

**ENGLAND'S** 385, Euston Rd., N.W.1. (Euston 4442.)

**GREAT** West Road (Ealing 3477), Official Jaguar Service Station.

**HAMDEN TOWN SERVICE STATION.** (Gulliver 4141.)

**CHANCER—1.5,** Peter St., (Blackfriars 7843.)

**HENLYS, Ltd.,** England's Leading Motor Agents. (0028)

**ROWLAND SMITH'S,** the Jaguar buyers—Hamstead High St. (Hamstead Tube). Ham. 6041.

**COOMES & SONS (GUILDFOUR), Ltd.**

**URGENTLY** wanted, good condition, post-war Jaguar cars, offers appreciated—Purmouth Rd., Guildford. Tel. 62907. (7206)

**SAUL & SLATTER, Ltd.,** 44-46, Alderman Hill, N.15.

**MAIN** dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 1205/7173. (2506)

**OFFER** your Jaguar to Riccio, 16, Albemarle St., Mayfair, W.1. Regent 2952. (7206)

**CASH** immediately for good Jaguar—H. F. Edwards, 200, Gl. Portland St., W.1. Langham 0012. (7243)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** require Jaguars (1937 onwards).—Wembley 8691/3905. (0962)

**ARSTON MOTOR Co., Ltd.** for your Jaguar. —Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

**ALMOST** new Jaguar required, cash payment.—A. Morley, 54, Streatham Hill, S.W.2.ulse Hill 4465. (0849)

**CASH** buyers of low mileage 1½-litre Jaguar, displacement no object—Haltens, Lord St., Southgate, Tel. 2268. (0794)

**ROSE & YOUNG, Ltd.**—Mark V Jaguar urgently required—£65-69, Stirling Road, excellent condition, S.W.2. (1 minute Strathmill Hill Station.)ulse Hill 6404 and 6182. (6461)

## Jaguar Spares and Service

**HENLYS, Ltd.,**

**ENGLAND'S Largest Jaguar Service Station.**

**GREAT** West Rd., Brentford (Ealing 3477).

**SPARES** and replacement engines for all models.

**AND** at Manchester, Cheetham Hill Rd., Deansgate 6210-7. (7635)

**QUICK** completion of repairs. (0563)

**SAUL & SLATTER, Ltd.,** 44-46, Alderman Hill, N.15.

**FULL** stock of spares; Jaguar repairs and maintenance.—Service station: Green Lanes, N.15. Palmers Green 1205/7173. (2507)

**PERLESS MOTORS, Ltd.,** main dealers for Buckinghamshire—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. (0430)

**R. P. POWELL (MOTORS), Ltd.** East London distributor for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 019-9.

**EDNARD WILLIAMS & Co. (1940), Ltd.** offer Jaguar L service by factory trained personnel at Packard Building, Great West Rd., Brentford, Middlesex. Ealing 5400. (0529)

**WEMBLEY COURT MOTORS SERVICE STATION.**—Comprehensive range of all Jaguar spares in stock; specialist service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Furry Avenue, Wembley, Arnold 1154-5. (0713)

## JEEP

**1950** (first reg.) all types, spare—Davies & Groves, 1-5 Dorset Close, N.W.1. (0619)

**UNREGISTERED** Jeep (£10 tax), guaranteed, £250; payments—Oldfield, 566, Kensington High St. W.14. Western 6631. (7635)

**JEeps**—Britain's leading Jeep specialists, all spares in stock, prompt dispatch; rebuilt Jeeps detachable bodies, utilities, 4-hour service.

**MYSTICRAFT GARAGES, Station Approach.**—Oversbury, W.4. Chiswick 193, 0521. (0241)

**JEeps** right or l.h.d., range of woodwork, private or commercial—Wick Auto, 1039, Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). (0620)

**£245**—Registered—1947 Willys Jeep, fitted with attractive utility body, excellent runner, bargain.—Bray Motors 180-184, West End Lane N.W.6. Hamstead 6490. (4995)

**METAMET**, only firm offering 12 attractive Jeep conversions for business and pleasure, 6 months' guarantee, over 2000, optional commercial registration.—1050, Belzine Lane, N.W.5. (053)

**JEeps**—Autowork (Winchester), Ltd. the principal Jeep specialists: Jeeps and trailers, lorry-chassis utilities, etc.; all spares and exchange units.—Station Hill, Winchester, Tel. Winchester 6453 3406. (1681)

**UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.**—Jeep spare parts, home and export; all spares stocked; exchange plant engine gear box, water pump, etc.; new body, basket, seat, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. (0353)

## Jeep Wanted

**JEep** in good condition wanted—32, Brookham Drive, Ilford, Essex, Tel. Valentine 2056. (2280)

**ROWLAND SMITH'S,** the Jeep buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (0894)

**R High St. (Hamstead Tube), Ham. 6041. (0894)**

**Jeep Spares and Service**

**100%** Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps).

**METAMET** for all Jeeps, spares, exchange unit service; expert Jeep repairs, to order spares phone Hamstead 8251—100, Belzine Lane, N.W.5. (0539)

**JEeps**

**CLASS'S MOTOR MART**—1938 Jensen 3½-litre sports saloon, just reconditioned maroon and factory engine fitted; written guarantee.—5, Warren St., W.1. Buxton 4110. (4648)

## JOWETT

**JOWETT,**

**CLARKE'S OF PIRBRIGHT.**

**PIRBRIGHT, Surrey,** remind Jowett owners that we are official Jowett main agents; recommend that their cars are serviced by us.

**WE** are official Jowett main agents and operate a day and night service in London, Surrey, Kent, Sussex, and the Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry our six months' guarantee.

**PRESENT** stock includes:—

**1950** de luxe saloon, maroon with beige leather upholstery, 2,500 miles, 2995.

**1950** standard saloon, beige with cloth upholstery.

**1949** saloon, blue with beige leather upholstery.

**1949** de luxe utility.

**FULL** particulars and prices can be had on request. Sales staff available on week-ends. Trade enquiries invited.

**CLARKE'S OF PIRBRIGHT, Automobile Engineers,** P. Pirbright, Surrey, Brookwood 2201-2. (0322)

**NEWNHAMS, Ltd.**

**1950** Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

**NEWNHAM HOUSE, 235-7, Hammersmith Rd., London W.6 & Riverside 4666. (0679)**

**W. J. BROWN, Ltd.**

**1950** Jowett Javelin de luxe saloon, green, brown hide, heater, 14,000 miles, £1,995.

**W. J. BROWN, Ltd., Ford Main Dealers,** 339, Finchley Rd., N.W.5. Hamstead 4414. (7479)

**H. A. SAUNDERS Ltd., offer:—**

**1949** Jowett Javelin saloon, green with beige upholstery, heater, etc., 14,000 miles.

**1950** Jowett Javelin de luxe saloon, maroon with beige upholstery, heater, etc., 14,000 miles.

**£1,130—£1,140, High Rd., N.12. Hillside 0024. (6697)**

**836—842, High Rd., N.12. Hillside 0024. (6697)**

**DENHAM SERVICE STATION, Ltd.**

**The Used Javelin enthusiasts offer:—**

**1950** (Oct.) Javelin de luxe saloon, steel grey, red leather, recorded mileage 12,000.

**1949** Javelin de luxe saloon, beige, recorded mileage 16,000.

**DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. (7429)**

**GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin standard saloon, £1,025.**

**DUNN, Ltd.—1949 Jowett Javelin de luxe saloon, £975.**

**GORDON House, 375, Euston Rd., London, N.W.1. (7548)**

**NOVEMBER 1948** Javelin de luxe, black, red leather, beautiful; £660; private.—Ewel 7156, evenings Derwent 1653. (7514)

**1949** (April) Javelin de luxe, 25,000 miles, excellent condition; £590.—Cornell, Post Office, Epsom, Thetford. (6976)

**JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). (0422)**

**1950** Jowett Javelin Standard model, sage green, immaculate condition, one owner.—Geoffrey Brown, 95, Park Rd., Gloucester. (6909)

**JOWETT Javelin, Juniper, and Bradford spares, service repairs and sales.—7-9, Russell Parade, Golden Square, London, N.W.1. Speedwell 9761 (10 lines). (0023)**

**1949** Javelin de luxe saloon, black/beige leather, one owner maintained since new at factory 15,000 miles, inspection, 8 months guarantee, £695.

**PRIORITY CARS, Ltd., 34 North Side, Wandsworth Common, S.W.18. Vandive 1146. (5983)**

**COOPER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. Eton Park Garage, 428, Upper Kingsway, Eton Rd., Bokenham, Kent. Tel. Bokenham 2565. (0302)**

## JOWETT

**GORDON WHITE & Co., Ltd., offer: 1949 Javelin de luxe saloon, beige with cloth upholstery, 12,000 miles only one owner; fitted heater, spot lamps and seat covers; an immaculate car; £500.—Austin House, Gerrards Cross 2077-8. (1747)**

**GORDON WHITE & Co., Ltd., offer: 1949 (New) Javelin saloon de luxe, black with red leather, 17,000 miles, one owner; fitted heater, mats, spot lamp, etc.; an immaculate vehicle; £550.—Austin House, Gerrards Cross 2077-8. (1741)**

**1951** (July) Jowett Javelin de luxe, black, brown leather, heater, loose covers, 4,000 miles only, like new throughout; list price: balance of payment to be signed, exchanges, deferred terms.—John S. Trustcott, Ltd., 173, Westbourne Grove, W.11. Bay 4279. (7213)

## Jowett Cars Wanted

**ROWLAND SMITH'S,** the Jowett buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (0894)

**JOWETT** in good condition required.—Brookham Drive, Ilford, Essex, Tel. Valentine 2056. (2281)

**DENHAM SERVICE STATION, Ltd.,** wish to buy late model, low mileage Javelins.—Oxford Rd., Denham, Bucks. Denham 2266. (7431)

## Jowett Spares and Service

**MILSTONES (SERVICE GARAGE), Ltd.,** main agents Jowett Javelin, Bradford vans and trucks. LANCET, 4 W. 1, corner in Southern England. Immediate despatch, trade or private.—Tel. Erit 2469, 2470, 308. Erit 2469, 2470, 308. (7102)

**COLLIVER-FISHER, Ltd.,** excel in supporting their Main Agency, Unsurpassed service. Spare and replacement units.

**NORTHWOOD, Middx. Tel. 777 (4 lines). (0000)**

**CROYDON.—Godfrey's, Ltd.,** for full Jowett service and comprehensive range of spares.—225, 234, London Rd., Croydon, Croy. 5641. (0463)

**PIRBRIGHT** main agents; large stock of spares.—1, Frank Moorley, 1, A. & L. The Depot, Steward St., Birmingham, 18. Kend. 0916. (0569)

**BIRMINGHAM MOTOR EXCHANGE** offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Birmingham, 18. Kend. 0916. (0569)

**KINGSTON-ON-THAMES** main agents for Jowett Javelin and Bradford vans, spares and service.—W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 447-2. (0549)

**A. V. MOTORS, Ltd.,** Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents, over 20 years' Jowett experience, spares and service. (0759)

## LAGODA

**BROOKLANDS,**

**LAGODA distributors; latest models for demonstration.**

**1950** Lagoda 2½-litre saloon, black, speedometer reading 5,000.

**BUY** or sell your car.

**103, New Bond St., London, W.1. Mayfair 8551-6. (7473)**

**COACHFACT offer:—**

**1937** L.G. 45 4½ Lagoda sports saloon, exceptional condition, £1,200. (0549)

**COACHFACT, Kim Rd., Epsom, Kent. 6559. (7268)**

**H. ARNOLD RADFORD & Co., Ltd.,**

**OFFICIALLY** appointed Lagoda retailers.

**SALES** and service at Melton Court, South Kensington, London. W.8. Kensington 6633 (5 lines). (0864)

**CLAND & TABOR, Ltd.,** Welwyn 361, offer with A three months' guarantee:—

**1950** Lagoda 2½-litre saloon, maroon, beige leather, radio, heater, windscreen washers, good history, works maintained; £2,650. (7316)

**DAVIES MOTORS, Ltd.** (managing director J. E. Davies, 20 years service manager to Lagoda, Ltd.)—

**SEE** our advertisement in display section.

**DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-9 or 9 (private) Popesgrove 5364. (0287)**

**PERFORMANCE CARS,** good selection always available, written guarantee.—See under "Sports Cars."

**1950** (Nov.) Lagoda 2½-litre coupe, 11,000 miles.—Ernest Dutton, Tel. Romsey 4 (trade only). (0637)

**4½-litre Lagoda** pillbox saloon, in the most superb condition, 1948 4-door 7-seater sedans de luxe, excellent tyres; R.A.C. report available; £425.

**WADCOL MOTORS, 156-6, West End Lane, N.W.6. W. Hamstead 6490. (0600)**

**1940** Lagoda 12-cylinder short chassis sports saloon, Sanction two engine, magnificent condition, fairly low mileage.—Taylor & Crawley, 41, Kensington Court, W.8. Western 6015. (4072)

**1938** (Oct.) Lagoda V.13 Windover limousine, 1938 6-7, 1939 6-7, 1940 6-7, 1941 6-7, 1942 6-7, 1943 6-7, 1944 6-7, 1945 6-7, 1946 6-7, 1947 6-7, 1948 6-7, 1949 6-7, 1950 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

**1950** 6-7, 1951 6-7, 1952 6-7, 1953 6-7, 1954 6-7, 1955 6-7, 1956 6-7, 1957 6-7, 1958 6-7, 1959 6-7, 1960 6-7. Tel. Euston 5228 (5 lines). (7139)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1939** Lagonda V18 2-3-seater Rapid drop head coupe, 6-cylinder engine, recent complete overhaul, beautiful condition, very fast. £1,795. Taylor & Crawley, 48, Kensington Court, W. 8. Western 6015.

**Lagonda Cars Wanted**—The Lagonda buyers, (Hamstead High St., Hampstead Tube), Ham. 6041.

**DAVIES MOTORS, Ltd.**—See our display advert on page 155. (1952)

**Lagonda owners** are advised to contact the manufacturers for service overhauls and spares for the 4-11-litre V18 models; service engines in stock.

**Lagonda Ltd.**, Service Department, Victoria Rd., Peitham, Middlesex. Tel. Peitham 2291. (1950)

## CAR MART, Ltd. LANCHESTER

**1939** Lanchester 14hp saloon, six months guarantee. £635.—Car Mart, Ltd., 150, Park Lane, N.1. Grosvenor 3438. (1756)

**1937** Lanchester 14 Roadster saloon, guaranteed. £535; payment.—Oldfield, 308, Kensington High St., W.14. Western 6531. (1736)

**CASH'S MOTOR MART**—1938 Lanchester 11 saloon, black engine recoupled by main dealer, exceptional written guarantee.—W. Warren St., W.1. Euston 4110. (1725)

**SINK (BOURNEMOUTH)**, Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

**DAIMLER House Bournemouth**, Tel. 5405. (1945)

**850gns**—Lanchester 10, November 1947, six 4-door saloon, dark blue sliding head, blue leather, excellent condition, very carefully used. Exchange.—Rowland Smith below.

**295gns**—Lanchester Roadster, July 1937, 14hp 4-door saloon, duco-steel, sliding head, blue leather, excellent condition, very carefully used. Exchange. Last open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hamstead 6041. (1735)

**Lanchester Cars Wanted**—Rowland Smith & Co., The Lanchester buyers, (Hamstead High St., Hampstead Tube), Ham. 6041.

**CASH** immediately for good Lanchester.—H. F. Edwards, 29-30, Upper High St., Epsom 9400. (1752)

**GOOD** used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 59B-6, Greenford Rd., Greenford, Middx. Watford 2643.

**Lanchester Spares and Service**—AROOT MOTORS, Ltd.

**AROOT MOTORS, Ltd.**—Pre-selector gear boxes, exchange and repairs.—169, Fulham Rd., S.W. Kensington 7301. (1927)

**PRE-SELECTOR** gear boxes.—H. & A. Eastman, 35, Grant Rd., Addisonville 2931. (1946)

**CROYDON**—Donald Vines & Co., Ltd., Daimler and Lanchester, specialists for sale and service.—Killemster Rd., Croydon 5773. (1949)

**LANCHESTER and Daimler spares**, large stock of spare parts, etc. for most models.—Victoria Road, Clapham, S.W.4. Macaulay 4199 and 6252/3.

**LANCIA**

**CHIPSTEAD MOTORS, Ltd.**, offer:—

**APRILIA** special bodied sports saloon, 1939/9, excellent condition.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fitzmaurice 053/7253/7154. (1950)

**JOHN S. TRUBCOTT, Ltd.**, for Lancia.

**173**—Westbourne Grove, W.11. Bay. 5274. (1714)

**LANCIA Aprilia 1938** saloon, complete overhaul, outstanding performance, excellent condition, radio. £255 o.n.o.—169, Cannell Rd., Leytonstone. (1716)

**1938** Lancia Aprilia saloon, brand new Exide, Marchals, radio, 1939 wheels, excellent tyres, tele-controls, outstanding performance; offers around £650.—Box 6754. (1934)

**APRILIA**, 1937, recently overhauled by Lancia, engine, transmission, steering, etc., also re-upholstered, in very good order throughout; new battery. £575.—Box 6756. (1736)

**DRIVE** a Lancia and feel 10 years younger! C. V. Rushmer for guaranteed rebuilt models in showroom condition, 1939 Aprilia saloon available.—39, Holland Park, W.11. Park 5731. (1753)

**Lancia Cars Wanted**—E. P. Brown, High Rd., N.20, Tel. Millside 3355. (1948)

**LANCIA** in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 3098. (1263)

**WANTED**, 50 Lancia Aprilia immediately.—Maddison Engineering Co., Cross St., Fendleton, Manchester. Pen. 3437. (1752)

**KEVILL, DAVIES & MARSH, Ltd.** will buy second-hand Lancia Aprilia, 41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2663. (1940)

**JOHN S. TRUBCOTT, Ltd.**, urgently require low mileage, really well-kept Lancia, 173, Westbourne Grove, W.11. Bay. 5274. (1714)

**LANCIA Aprilia latest model** wanted.—A. Freeman, Ltd., Governor Garage, Burnage Lane, Manchester, 19. N.W. 2674-5. (1007)

**Lancia Spares and Service**—LANCIA (ENGLAND) branch and sole representatives of the famous Italian company; all servicing and repairs, overhauling, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information, please contact general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wembley (Percy & Co.). (1952)

## BROOKLANDS. LEA-FRANCIS

**1949** Lea-Francis sports 2-str., small mileage, exceptional.

**103** New Bond St., London, W.1. Mayfair 331.6. (15739)

**CHARLES POLLETT, Ltd.**, sole distributors London and Home Counties, offer:—

**1950** Lea-Francis 20-litre sports 2-3-seater, sun, metal, green leather, one owner, new hood, 14,000 miles only, wind-up windows, gaspuffed. £1,525.

**1950** Lea-Francis 14hp saloon, I.P.S., maroon, 18,000 miles, serviced and guaranteed. £1,475.

**1950** Lea-Francis 14hp saloon, I.P.S., one owner, 12,000 miles only, latest model with lamus in front wings, now being serviced. £1,550.

**1948** Lea-Francis 14hp saloon, black, brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed. £1,125.

**18** Berkeley St., W.1. May. 6966.

**OFFICIAL** Lea-Francis Service Station: Barnsdale Yard, off Eglon Avenue, W.9. Cunningham 5936-9. (17535)

**LEA-FRANCIS 1949** 14hp saloon, one owner since new, first-class condition, fitted with heater, black, brown leather upholstery; bargain. £975.—See 6795.

**1950** Lea-Francis 14hp 4-light saloon, black with beige hide upholstery, 18,000 miles only, one owner; this is one of the almost new condition. £1,595.—Glendfield Lawrence (Portsmouth), Ltd., Gloucester Road, 147-151, Fratton Road, Portsmouth. (17759)

**Lea-Francis Cars Wanted**—LEA-FRANCIS in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 3098.

**CHARLES POLLETT, Ltd.**—Lea-Francis distributors in London and Home Counties, are always glad to hear from Lea-Francis owners.

**SHOWROOMS:** 18 Berkeley St., W.1. May. 6966.

**OFFICIAL** Lea-Francis London Service Station, Works & Barnsdale Yard, off Eglon Avenue, W.9. Tel. Cunningham 5936-7. (19395)

## SUPPLY &amp; DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

## Lea-Francis Spares and Service

**LEA-FRANCIS CARS, Ltd.**

**SPARES** and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. (19399)

**CHARLES POLLETT, Ltd.**, sole distributors for Home Counties, Bucks and Sussex.

**SHOWROOMS:** 18 Berkeley St., W.1. May. 6966.

**SPARE PARTS**

**SERVICE:** Barnsdale Yard, off Eglon Avenue, W.9. Tel. Cunningham 5936-7-8. (19396)

**1938 LINCOLN-ZEPHYR**—19, Balfour Rd., Southport. (17516)

**1937** Lincoln-Zephyr saloon, engine recently reconditioned, £264.—Brookdale Motors, 102, High Rd., Uxbridge, Tel. 194 10 a.m.-7 p.m. (17632)

**1938** Lincoln-Zephyr, convertible, 6-seater, hide upholstery, excellent order, nearly new tyres, first £300 secure.—30, Mill St., Warrage, Berks. (16794)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, require Lincoln (1937 onwards)—Wemb. 661/3903

**1950** Lloyd, 11,000 miles, red, grey leather upholstery and fitted with Mastador; £350.—Valentine 2090. (17540)

**LYOYD** in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 3098. (12694)

**Mercedes Cars Wanted**—MERCEDES in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 3098. (12695)

**MERCEDES-BENZ (U.K. BRITAIN), Ltd.**, offer:—

**TYPE 500** Roadster, cream, with beige hide, radio and numerous accessories; an extremely attractive car. Victoria 3715. (16707)

## MERCEDES-BENZ

**CHIPSTEAD MOTORS, Ltd.**, offer:—

**MERCEDES-BENZ** supercharged 540K streamlined 2-seater drop head, low mileage, one of the best and most immaculate Mercedes in the country, radio, new Dunlop Tyres, etc. (17540)

**CHIPSTEAD MOTORS, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. Fitzmaurice 053/7253/7154. (16268)

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 1023.—Mercedes-Benz 300K 1937 4-5-seater cabriolet, reconditioned engine, castorwork black, chrome plating and interior red hide, all in superb condition, excellent terms. (17046)

**1938** (Def.) Mercedes-Benz 4-door saloon (model letter upholstered best quality brown leather and not as new throughout, a perfect specimen sporting independent, transverse front, rear independent coil, speedometer, reading 29,600, carefully chauffeur maintained by one owner; £325.—R. C. Humphrey, St. Ives Clifton Rd., Worthing. Tel. 5275. (17166)

**Mercedes-Benz Spares and Service**—MERCEDES-BENZ (U.K. BRITAIN), Ltd., Sales Service and Spares, 11, Grosvenor Rd., S.V.1. Victoria 8715-6. Night Service: Victoria 3144. (17474)

**MERCUARY**

**JOE THOMPSON (MOTORS), Ltd.**, offer:—

**1949** Mercury 4-door saloon, colour black, all extras, one owner.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4853.

**CAMDEN MOTORS**—Mercury 8 drop head coupe, 1947 model 6-seater body with power operated hood, etc., immaculate black coachwork with organ front, all usual post-war American extras, radio, heater, de-glazing and demisting, whole car in magnificent order. £1,295.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Phone 2041, 13 miles from Luton. Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom. Cars returned to purchasers from any part of the country; showrooms open till 7 p.m. Monday/Saturday. (17291)

**PC**

**PERFORMANCE CARS**

**FINEST** selection of M.G.s, three months' written guarantee. We offer:—

**M.G. R type** (750), reputed ex-Campbell, ready for season's racing. £250.

**M.G. T.C. 2-seater** roadster, radio, bumpers, specimen car. 1946. £695.

**M.G. T.C. 2-seater** roadster, 1946. £550; M.O. VA 14-litre tourer 1937. £395.

**M.G. 3-litre drop head** four-seater 1958. £395; M.O. 3-litre drop head four-seater, 1936. £375.

**M.G. T.A. 10hp 2-seater**, spotless. £397, £375; M.O. T.A. Magnette saloon, 1945. 105.

**M.G. R.A. Magnette 2-seater**, fitted record. Ford 10 engine and gear box, 1936. £275.

**M.G. R.A. Magnette 4-seater**, 1935. £295; M.O. P.A. 2-seater, 1934. £275.

**M.G. 32 2-seater** 1935. £195; M.O. M type 32 2-seater, 1931. £135.

**PERFORMANCE CARS** Windmill Garage, Great West Rd., Brentford, Middlesex. Kaling 6941 (3 lines). (See also under "Sports Cars.") (17328)

**CAR MART, Ltd.**

**1947** M.G. T.C. 2-seater, 15,000 miles; £725.

**1946** M.G. T.C. 2-seater, 15,000 miles; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1312. (17604)

**WOODBANK CARS** offer:—

A selection of M.O.s, J2, P-type, etc., at most reasonable prices.

**TERMS:**—Woodbank Cars, The M.O. Specialists, 6 & 10, Elm Garage, Elm Avenue, Swan Cottage, N.W.3. Primrose 9453. (17540)

**H.W. MOTORS, Ltd.**, offer:—

**1950** (Feb.) T.D. 2-seater, blue/beige upholstery, low mileage, spare unused; £290.

**H.W. MOTORS, Ltd.**, Walton-on-Thames 785 & 1437.

**WARWICK WRIGHT, Ltd.**, offer:—

**1950** M.G. 14-litre saloon, maroon, fawn leather, 7,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (17446)

**G. 1938 I.A.**, new engine May 1951, red. £445.

**PARADE MOTORS (MITCHEM), Ltd.**, 66-67, Monarch Parade Mitchem, Tel. Mil. 3592. (13716)

**D. J. SHEPHERD & CO. (ENFIELD), Ltd.**, offer:—

**1949** T.C. M.O. colour black, green leather upholstery, excellent condition. £790.

**1949** T.C. 14-litre sports colour black beige upholstery, mileage 6,500, immaculate condition. £850.—D. J. Shepherd & Co. (Enfield), Hertford Rd., Enfield. Howard 1651. (6139)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**, offer:—

**1947** M.O. T.C., one owner, radio, demister twin horn, bumper carter, bumpers, immaculate throughout. £600.

**M. ALBROUCH WORKS**, Kenton, Tel. Wordsworth 5659 and 5658. (17611)

**GORDON CARS (LONDON), Ltd.**—1950 M.O. 14-litre saloon; £1,095.

**GORDON HOUSE**, 573, Euston Rd., London, N.W.1. Euston 6611. (17596)

**1950** M.G. 14 saloon, black, one owner, in excellent condition.

**DENHAM SERVICE STATION, Ltd.**, Oxford Rd., Denham, Bucks. Denham 2266. (17426)









## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Opel Cars Wanted**  
**OPEL** in good condition wanted—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2308. (1208)  
**ROWLAND SMITH'S**, the Opel buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1090)  
**MAYNOR MOTORS**, Ltd., Opel distributors, buyers of all models—1-6, Southampton St., Southampton, Tel. Southampton 2566, 4844. (1081)  
**BRIDGE & CLARKE**, Ltd., the Opel distributors—357, Brickell Hill, S.W.2, Tel. 5064. (1036)

**Opel Spares and Service**  
**MAYNOR MOTORS**, Ltd., Southampton; Opel spare parts and reconditioned engine service—Southampton St., Southampton. Tel. Southampton 2566, 4844.

**PACKARD**  
**JOE THOMPSON (MOTORS)**, Ltd., offer—  
**LATE** model Packard 4-door saloon, colour blue, registered April, 1950.  
**1939** Packard 6 4-door saloon, colour black.

**JOE THOMPSON (MOTORS)**, Ltd., 97, Fulham Rd., South Kensington (next to Mitchell's), Ken. 4058.  
**LEONARD WILLIAMS & Co. (1940)**, Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400.  
**PACKARD**, sole concessionaires, offer—

**A SELECTION** of completely reconditioned 1938 and 1939 saloons and drop head fourours.  
**LEONARD WILLIAMS & Co. (1940)**, Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400. (1026)

**CLASS'S MOTOR MART**—1937 Packard Super 8 saloon, black, 28,000 miles, one owner, chauffeur driven, superb, written guarantee—5, Warren St., W.1. Ruston 4110. (1586)

**1939** 6-cylinder Packard saloon, leather upholstery, one owner, magnificent condition. E775—Layor & Crawley, 48, Kensington Court, W.5. Western 6015. (1587)

**£325**—1938 Packard 8 4-door de luxe saloon, black, excellent condition throughout; terms, exchanges—C.A.P. Motors, 150, Clapham Rd., S.W.2. Ruston 2997-6. (1709)

**1936** Packard Super 8 saloon, black and Bedford cord, nearly new tyres, two spares, wheel arch in original and near to new condition. P. Davies Service Garage, London Rd., Guildford 5526. 1935 SUPER 8 Packard coupe, respayed grey and chrome, suspension braces and engine reconditioned, new tyres, extremely smart at £250 or near offer—P. P. Walsen, Ridgmont, Liddington, Beds. Ridgmont 56. (1615)

**A&S** Limousine, 1939, widest occasional, exceptional throughout, partition, certified mechanically. LEE & SAUNDERS (100-Limousines), Providence A Court, North Audley St., Mayfair-2941. (7031)

**PACKARD CARS WANTED**  
**CASH** immediately for good Packards—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (7245)

**ROWLAND SMITH'S**, the Packard buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., require Packards (1937 onwards)—Wembley 6691/3905. (1671)

**LEONARD WILLIAMS & Co. (1940)**, Ltd., Packard sole concessionaires, Great West Rd., Brentford, Middlesex, Ealing 3400. (1026)

**JOE THOMPSON (MOTORS)**, Ltd., Packard specialists, 97, Fulham Rd. (next door to Mitchell's), S. Kensington, Kensington 4958. (1081)

**7-SEATERS** privately owned modern Limousines required, cash waiting, Aipe & Saunders, Providence Court, North Audley St., Mayfair-2941. (7031)

**PACKARD SPARES AND SERVICE**  
**JOE THOMPSON (MOTORS)**, Ltd., Packard specialists, 97, Fulham Rd. (next door to Mitchell's), S. Kensington, Kensington 4958.

**LEONARD WILLIAMS & Co. (1940)**, Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (1026)

**PANHARD**  
**CHILDREN CARS**, offer 1951 model 120 745 c.c. Dm Panhard, fitted with the manufacturer's utility coachwork the advanced design of this interesting little vehicle includes independent suspension all round, close-ratio 4-speed gear box, Lockheed brakes, etc., due to its handy size (for English roads), more than useful accommodation (32hp at 5,000rpm; weight 12cwt.), and quite incredible roadholding and cornering, remarkable averages can be achieved in safety and comfort, rather more than 70mph is available with an easy cruising speed of 60mph, petrol consumption when driven hard is 37-50mpg, while 50mpg is available at a constant 30mph; similar 2nd and 3rd in their class in the 1952 Monte Carlo Rally; price £295, terms, exchanges—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 3096. (7346)

**Pontiac Cars Wanted**  
**PEUGEOT** in good condition—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2308. (1208)

**SIMPSON'S MOTORS (WEMBLEY)** 6691 or 3905 offer—Plymouth saloon. (Full list see "American Cars.")—Simpson's Motors (Wembley), Ltd. 1394.

**1949** (February) Pontiac 4-door saloon, right-hand drive, finished black, 9,000 miles only, magnificent car in immaculate condition, £3,000—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (7700)

**Pontiac Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., require Pontiacs (1937 onwards)—Wembley 6691/3905. (1067)

**Pontiac Spares and Service**  
**U.S. CONCESSIONAIRES**, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flixman 7184-4.

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. (1017)

**Perchase Spares and Service**  
**COLBORNE GARAGE**, Ltd., Ripley, Surrey, the Volkswagen people, now automobile service repairs, etc. for the Porsche. Tel. Ripley 2361. (1629)

**RACING CARS**  
**OFFERED** at reduced prices for quick sale—  
 4-cit. Maserati; £2,000.  
 4-cit. Maserati; £1,200.  
 4-cit. Duesenberg Emerson; £500. (1601)

**1951** Emerson 500 with 4-stud J.A.P. engine, Norton gear box; £500 or part exchange any cash adjustment either way—Watkins, Harford Hybridge. (1746)

**COOPERS GARAGE (SURREY)**, Ltd., of Surbiton, Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (1021)

**THE** famous ex-Crosley 1949 Grand Prix Alta, completely rebuilt to 1951 specification, including 2-litre supercharged engine and the chassis, while the car is therefore as new and ready to race and could be easily converted to formula 1; further details and photos on request, part exchange, etc.  
**RAILTON MOTOR CO.**, Ltd., 358-540, High Rd., Ilford, Essex. Ilford 5151. (1766)

**RAILTON**  
**CHIPSTEAD MOTORS**, Ltd., offer—  
**RAILTON** 10hp Fairmile coupe, July, 1939, black and red.  
**CHIPSTEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flixman 0052/7253/7194. (7095)

**MAJOR J. P. S. BARBER**, 65, Linden Garage, W.2. Baywater 6753; all models available and wanted. (15467)

**A. J. MOTORS (LONDON)**, Ltd., offer a second-to-none selection of Raiton cars and all spare parts. 26 (b), Belgrave Rd., S.W.1. Victoria 6205. (1033)

**1939** Raiton 17hp 4.5-rod head coupe, lovely car; only £375—Claude Burgess & Co., St. Peter's Rd., W.6. Riverside 7065. (1065)

**£725**—Magnificent Raiton 17hp Sandown 4-door Sports car, 1939, with 4.5-rod head, has maintained rearward of cos. and has just had a £300 overhaul, including works reconditioned engine, new clutch, overhauled gear box, reined brakes, overhauled steering, etc. The bodywork and interior are immaculate and this car performs and looks equivalent to post-war model worth £1,500; 3 months' guarantee, hire purchase, exchanges.  
**AMBS OF WOOD GREEN**, Finchley Showrooms, 421, L. High Rd., Finchley N.12. Fin 6221. (1603)

**RAILTON CARS WANTED**  
**CASH** immediately for good Raitons—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (7245)

**RENAULT**  
**RENAULT** cars, spare parts, repairs and service—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656.

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton (Rimbridge 1873), have a small selection of used Renaults. (1012)

**ROSE & YOUNG**, Ltd., offer: 1950 Renault 760 4-door saloon, speedometer 9,000 miles, exceptional condition. E725—65-69, St. Albans Rd., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 540. (1759)

**595** c.c.—Renault 8, January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, unwork tyres, exceptional condition; terms, exchanges; list, open 3-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (7399)

**1950** (August) 748 saloon, blue, taxed for year, perfect, fitted new liners and pistons, 760 set as spares, roof rack, front demister, weathered throughout recently, mileage 10,000 spare tyre unused, E775—Dowling, 116a, High Rd., Streatham, S.W.16. Streatham 2848. (1694)

**Renault Cars Wanted**  
**ROWLAND SMITH'S**, the Renault buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.  
**RENAULT** small hp in sport condition wanted—32, Brookham Drive, Ilford Essex. Tel. Valentine 2308. (1208)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Ebury 1873, purchase and sell Renaults. (1012)

**URGENTLY** wanted for cash, post-war Renault—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 4178. (1375)

**RILEY**  
**PERFORMANCE CARS**  
**RILEY** 2½-litre roadster, 15,000 miles, one owner, green, radio, 1930 (August); £1,350.  
**RILEY** Adelphi 1976 engine, 1936, £295; Riley 9 1936, £195; Riley 9 1937, £195.  
**PERFORMANCE CARS** Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 3841 (4 lines); see also under "Sports Cars." (1738)

**CAR MART**, Ltd.  
**RILEY** 1½-litre saloon, 12,000 miles; £1,495.  
**1950** 47 Riley 1½-litre saloon, 15,000 miles; £975.  
**1946** 47 Riley 1½-litre saloon, 15,000 miles; £975.  
**H. A. SAUNDERS**, Ltd. (1761)

**1947** 1½-litre Riley, 23,000 miles—Radlett, Herts. Tel. Radlett 6167 and 5849. (1721)

**JACK ROSE, Ltd., offer—**  
**1947** (late) Riley 2½-litre sports saloon, in exceptional condition, black with red, hide upholstery throughout, almost spotless appearance, accept £1,175—Jack W. Rose, Elstree, Herts. (1750)

**BON & PORTER**, Ltd., distributors.  
**1948** 2½-litre Riley saloon, 37,000 miles, reconditioned engine; £1,095.  
**SELECTION** of several other post-war Rileys—Caulfield, W.13 (by Hammersmith Bridge), Riverside 4684. (1644)

**ENTISH & THOMSON**, Ltd., offer—  
**1947** Riley 1½-litre saloon, 27,000 miles, one private owner, radio, black with green leather; £975—564, Wickham Rd., Croydon. Sotheby's 2477-8. (1673)

**GUY SALMON AUTOMOBILES**, Ltd., offer—  
**1947** Riley 1½-litre saloon, black, red leather, excellent condition, £1,075; also available 1948 four-door drop head coupe and 1946 saloon—Portland Rd., Thames Ditton, Esherbury 5551-3. (1673)

**GUY SALMON AUTOMOBILES**, Ltd., offer—  
**1950** (November) Riley 2½ saloon, latest latest type H.M.V. radio, ace rimblinders, a most smart example—Hammerhead Rd., Thames Ditton, Esherbury 5551-3. (1603)

**WELBECK MOTORS**, Ltd., proudly present—  
**1936** Riley 1½-litre Adelphi saloon, in quite exceptional condition, any trial; £350.  
**WELBECK MOTORS**, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 5991. (1673)

**CHILDREN CARS** offer the following open Riley 3-seaters:  
 IMP 3hp, while with red leather upholstery, aero screens, Windtones, etc.  
 IMP fitted with modified 1½-litre Sprite engine, manual box, high axle ratio, automotive performance.  
**BROOKLANDS**, very special and well-known car which has been maintained by racing engine driver.  
**CHILDREN CARS**, 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 3090. (7547)

**GORDON CARS (LONDON)**, Ltd.—1949 Riley 1½-litre saloon; £1,295.  
**GORDON CARS (LONDON)**, Ltd.—1947 Riley 2½-litre saloon; £1,075.  
**GORDON CARS**, 373, Euston Rd., London, N.W.1. Euston 6611. (1759)

**SUSSEX** specialists for reconditioned Riley cars, repairs, spares—Leves Motors, Ltd., Lewes. (1673)

**1950** Riley 1½-litre, 9,000 miles only, bronze finish, new throughout; £1,350.  
**1946** Riley 1½-litre, 23,000 miles only, black/red leather, perfect throughout; £885.  
**CARR BROS.**, The Soho Garage, Soho Sq., W.1. E. 4679-9. (7256)

**1949** Riley 1½-litre, £1,250. Roys Auto, Ltd., 127, Parkway, N.W.1. Euston 3703. (1497)

**BEARDS**, of Kingston, Riley specialists, sales, spares, repairs—102, London Rd., Kingston, Kingston 3548.

**1940** (June) Riley 1½-litre saloon, maroon brown leather, beautiful.  
**1950** Riley 2½-litre, 23,000 miles only, black/red leather, perfect throughout; £885.  
**PETER BANTOCK CAR SALES**, 104, High Rd., Chiswick, W.4. Chiswick 2725/5070. (7456)

**1950** Riley 2½-litre four-door drop head coupe; £1,800.  
**1950** Riley 2½-litre, 42, North Audley St., W.1. Mayfair 3551. (7064)

**1950** Riley 2½-litre Roadster, black; £1,350.  
**1950** Riley 2½-litre, 42, North Audley St., W.1. Mayfair 3551. (7064)

**1950** Riley 1½-litre saloon, 6,000 miles, Green & Zons, Ltd., 346-252, Deansgate, Manchester, Tel. 21. Deansgate 3252-6. (7216)

**1948** (March) Riley 1½-litre saloon, maroon, 23,000 miles, perfect; £1,065—F. L. Cranmore, Ltd., 64, High St., Putney, Tel. 2040. (7603)

**RILEY** 2½-litre four-door drop head coupe, 10,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3565. (7197)

**1949** Riley 2½-litre saloon, H.M.V. radio and heater, one owner, completely overhauled and checked throughout, 11,000 miles—Claydon, C. & S. BOYS & SONS, Ltd., Weston Garage, Chichester. (17768)

**1947** 2½-litre Riley, fitted H.M.V. radio, colour high speed, rear overhaul, 11,000 miles—Claydon, C. & S. BOYS & SONS, Ltd., Weston Garage, Chichester. (17768)

**1936** Riley 1½-litre Lyncx Sprite 4-seater tourer, reconditioned, rear overhaul, 11,000 miles, good tyres, 33 mpg; £300; 3500 spares bills available; perfect specimen; price £475—507, Epsom. (1613)

**1934** Riley 12.6 engine, complete new flywheel and clutch, rear overhaul, rubber and crankshaft reground, offers—Coatman, 4, Lamb House Lane, High Hill, Watlington, Henley-on-Thames, Oxford. (1745)

**1935** sports saloon, gunmetal, sliding head, leather upholstery, preselctor, Scintilla Vertex, very good condition; terms, exchanges—Belle Vue Garage, Chichester. (17768)

**GORDON WHITE & Co., Ltd.**, offer: 1937 Riley Adelphi saloon de luxe, black with green leather, moderate mileage, two owners only; in really fine condition for its age; £595—Austin House, Gerrards Cross, 2077-8. (17745)

**1950** (Jan.) Riley 1½-litre saloon, black with silver interior, rear overhaul, 11,000 miles, one owner, 9,000 miles, as new £1,465; 1946 (May) Riley 1½-litre saloon, black with brown leather, 30,000 miles, perfect throughout; £675—Gibson Sports Cars (Church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1621. (1647)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## COOMBS &amp; SONS (GUILDFORD), Ltd. offer:—

**1947** Riley 1½-litre saloon, green and black; £1,050. (7533)

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford GU1 1-9. (7533)

**CAMDEN MOTORS**—Riley 5hp Kestrel four-light sports saloon 1935, with special seven twin carb engine, knock-on wheels, very fast dash with large type modern instrument, sleek streamlined body style 1937, attractive dark blue finish, coachwork particularly sound and the whole car in much above average condition, particularly in the mechanical sense, excellent tyres, numerous extras. £2,125. (7534)

**CAMDEN MOTORS**—Riley 1½-litre 12hp Kestrel 7 saloon 1935, same stylish body lines as 1937 model, manual gear change, performance alone is well worth the money! £1,195. (7535)

**CAMDEN MOTORS**—Riley 1½-litre 12hp Kestrel saloon, late 1937, black, black leather, engine just reconditioned, heater lowered, new crank and bearings, only just run in, in top top mechanical order. £2,495. (7536)

**CAMDEN MOTORS**—Riley special 16.4 Kestrel six-cylinder, high saloon 1936, manual synchromesh gear change and overdrive, £1,250 overhaul and reconditioned engine and major components, a very fine conditioned car in unexceptionable mechanical order. £2,595. (7537)

**CAMDEN MOTORS**—Riley special 16.4 Kestrel six-cylinder, £2,041 (15 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchange, free delivery anywhere in the United Kingdom; fares reduced; open till 7 p.m. Monday-Saturday. (7538)

**145** gsm.—Riley 12-6, 1934 model, Metonic 4-door saloon, black, sliding head, blue leather, manual change, good condition, terms, exchanges, list, open 9.7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (7539)

**1938** Riley 16hp 8hp 4-door Adelphi de luxe saloon, finished 2-tone grey with blue leather upholstery, genuine 68,000 miles since new, maintained by continuous repairs, cost, fine example of this renowned model in much above average condition; £350. (7540)

**R. O'BRIEN**, 36-38, Upper Richmond Rd., East Putney, S.W.15. Tel. 4501. (7541)

**1936** 1½-litre Riley 4-light sports saloon, re-sprayed ivory, plating rechromed, cost £70, unused, same, red leather, fabricator, fitted speed lamp, Jackall, three-profile switches, etc., good tyres, 100% in perfect condition, terms, exchanges, list, open 9.7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (7542)

## Riley Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Riley cars—150, Park Lane, W.1. Grosvenor 3434. (7069)

**R** ROWLAND SMITH'S, the Riley buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (7063)

**OFFER** your Riley to Ripco, H. Altham St., Mer. 417. W.1. Hagen 2555. (7526)

**CASH** buyers of low-mileage 14-1½-litre Rileys; distance no object.—Huttons, Lord St., Rippon, Tel. 2368. (7527)

**ALMOST** new Riley required; cash payment.—Morley, 54, Strathfield Hill, S.W.2. Tulse 4388. (7528)

**BLAKES** Riley distributors will purchase any non-covenant Riley cars—110, Bold St., Liverpool. (7529)

**C. A. PETTO**, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May, 3051. (7530)

**MOTOCYSTERS (LONDON), Ltd.**, are immediate cash buyers of post-war small mileage Riley cars in first-class condition.—May, 3051. (7531)

**URGENTLY** required, low-mileage 1947-50 Riley 14- or 2½-litre saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Bournemouth, Hants. Tel. 1681. (7532)

**1937** Riley 14-litre Continental saloon, genuine 5hp engine, comparable to new car, offers or exchange £700, or similar, phone available.—Wick Rd., Brighthelm, Bristol. (7574)

**ROSE & YOUNG**, Ltd.—Wanted, small mileage 14- or 2½-litre Riley 1950 model, if possible—65-69, St. Helen's Ave., Stratham Hill, S.W.2. (1 mile from Stratham Hill Station) Tulse Hill 6464 and 8182. (7575)

## Riley Spares and Service

**ARCOT MOTORS**, Ltd.—Presenter car boxes: exchange and repairs—169, Fulham Rd., S.W.3. Kensington 7501. (7525)

**BOON & PORTER**, Ltd. Riley distributors.—Spares and specialised service.—H. Castellan, Barnes, S.W.13. Riverside 4444. (7526)

**READING**—Hewsons Garages, Ltd., for Riley spares and service.—Tel. 4456. (7529)

**PRE-SELECTOR** gear boxes.—H. & A. Engineering, 35, Grant Rd., Acton, Middlesex 291. (7530)

**HARTLEY'S** for Rileys, spares and service—165-171, St. Stanfield Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (7531)

**REX NEATE**, Shamlehurst Lane, Botley, Southampton, specialises in Riley service, large stocks of spares, prompt attention.—Enquiries to Botley 132. (7060)

**J. JAMES (LONDON), Ltd.** carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carters Lane, Rippon, S.W.1. London, N.W.5. GUY 5446. (7062)

**1949** Rolls-Royce Phantom III W.1. Young, owner-driver saloon, black, beige hide upholstery; £3,900.—Kensington 4020. (7711)

## ROLLS-ROYCE

## C

## M

## CAR MART, Ltd.

## 1950

Rolls-Royce 25-30hp four-door fixed coupe by Guyton Nutting, dark grey with blue leather upholstery, 9,000 miles; £2,590. (7562)

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (7562)

**H** OFFMANNS GARAGE, Ltd., Huddersfield Rd., Halifax. (7563)

**G** GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars. Proud Members of the Swain Group. A national motoring organisation. (7564)

**1936** Rolls-Royce 25/30 Sedan de Ville by Guyton Nutting, dark blue leather upholstery, 10,000 miles; £2,590. (7565)

**1936** Rolls-Royce 25/30 saloon with division by Barker, black with brown Aude.—Ref. H.7566. (7566)

**1936** Rolls-Royce 25/30 7-seater limousine by A. Mulliner, black with black hide and fawn cloth.—Ref. H.5961. (7567)

**A.L.** cars carry our unique six months' guarantee unless stated at time of purchase.—Please write or phone for conditions. (7568)

**H** OFFMANNS GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. (7569)

**T** EL, Halifax 5944. (7004)

**F** OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have large selection of Mark VI Bentley cars and Rolls-Royce saloons (1947, 1948, 1949 and 1950), all in superlative condition. (7106)

**H** ODD BOND ST., London, W.1. Reg. 7657. (7106)

**R** IFFON, Leeds and Sheffield. (7106)

**R** IFFON, Leeds and Sheffield. (7106)

**N** ORTHROP'S Rolls-Royce specialists since 1905. (7106)

**1939** (Oct.) Rolls-Royce Wraith 7-seater limousine by Rippon, black with leather to front, cloth to rear, face forward occasional seats. (7106)

**1936** 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery. (7106)

**YOU** can buy with confidence from the largest distributors. (7106)

**R** IFFON, Leeds and Sheffield. (7106)

**COACHCRAFT** offer:— (7106)

**1934** series 20-25 Prestone sports saloon, one owner; £725. (7106)

**ALSO** another, under "Utilities." (7106)

**COACHCRAFT**, Elm Rd., Evesham, Tel. 6539. (7268)

**FRANK DALE** offer:— (7268)

**1934** Rolls-Royce P11 Windover saloon with large boot, excellent order, used year; £625.—65, Princes Gate, Exhibition Rd., S.W.7. Ken. 5860. (7498)

**R. C. MORTLAKE** offer:— (7498)

**1933** 25hp Guyton Nutting sedan sports saloon with boot, complete Rolls history from new; £1,095. (7500)

**1936** 25-30 H. J. Mulliner sports saloon with boot; £1,650. (7500)

**1937** 25-30 7-passenger limousine; £1,575.—R. C. Mortlake, 251, Kensington, London, W.8. Ladbroke 3155, after 6.30 Arnold 4604. (7500)

**RUSSELL MOTORS** offer:— (7500)

**1937** Rolls-Royce 25/30 4-door drop head coupe, exceptional car, subject to any trial or examination. (7500)

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.** 47, Sloane St., S.W.1. Tel. Sloane 3288. (7500)

**GUY ALFRED & Co.** offer:— (7500)

**1937** 25/30 Rolls-Royce Hooper limousine, exceptional condition. (7500)

**1934** Rolls-Royce limousine, forward occasional seats, excellent condition throughout.—£775. (7500)

**HAROLD RADFORD & Co., Ltd.** Melton Court, 13, South Kensington, S.W.7. Tel. Kensington 6642. (7500)

**£220**—Rolls 20 Barker bodied 2-seater, 1923, excellent condition, P100 lamps, 60 mph, 20 mpg.—Neve, Walls Pil, Strutton, Warrington. (7607)

## ROLLS-ROYCE

## J

## B

## JACK BARCLAY, Ltd.

## 1939

Rolls-Royce official retailers of Rolls-Royce and Bentley; a stock list of used models on request. (7005)

**12-13** St. George St., Haggerly Sq., London, W.1. (7005)

**JACK BARCLAY, Ltd.** (7005)

**R. C. WIMBUSH, Ltd.** (7005)

**1939** Rolls-Royce Wraith fitted with phantom drop head 4-door saloon by Thrupp & Maberly, a very outstanding and attractive car, excellent road throughout; £3,050. (7005)

**R. C. WIMBUSH, Ltd.** 512, Marie Court Rd., S.W.5. (7005)

**JACK OLDING OF MAYFAIR.** (7005)

**OFFICIAL** Rolls-Royce and Bentley retailers. (7005)

**OFFER:**— (7005)

**1950** Rolls-Royce Silver Wraith touring saloon, with division by H. J. Mulliner, dark green. (7005)

**1949** Rolls-Royce Silver Wraith saloon by Park Ward, black with tan thr. (7005)

**1939** Rolls-Royce Wraith saloon with div. by Park Ward, black with fawn cloth and black thr. (7005)

**1937** Rolls-Royce Phantom III exc. drive limousine by Park Ward, black with black thr. and fawn cloth. (7005)

**A** DUDLEY House, (7005)

**NORTH Audley Street, W.1.** (7005)

**MAYFAIR 5242.** (7005)

**MANN EGERTON & Co., Ltd.** offer:— (7005)

**1939** Rolls-Royce Wraith semi-racer edged 4-light sports saloon with black leather Thrupp & Maberly, black with fawn leather upholstery, excellent mileage 52,000; £3,750. (7005)

**14** MASCOT MOTORS, Ltd. offer the following:— (7005)

**30hp** Barker owner-driven sedan. (7005)

**25hp** Barker owner-driven sedan. (7005)

**series 40-50hp** Thrupp sports saloon. (7005)

**25hp** Thrupp owner-driven saloon. (7005)

**25hp** Hooper sports saloon. (7005)

**25hp** 4-seater sports coupe. (7005)

**W** E are anxious to purchase 20hp and 25hp Rolls-Royce 20-25 and 3½- and 4½-litre Bentleys with all types of coachwork. (7005)

**MASCOT MOTORS, Ltd.** 237-43, Kenal Rd., Ladbroke Grove, W.10, Ladbroke 1231-5. (7327)

**1934** coupe, black, Thrupp & Maberly; £1,475.—Belov. (7327)

**1936** sports saloon, blue, James Young; £2,100.—Belov. (7327)

**BOTH** in ex. cond.—Brookbank, 9, Weymouth St., W.1. Lab. 3126. (7327)

**ROLLS-ROYCE 21½hp** saloon by Hooper, original performance, 1948; £2,495. (7327)

**PERFORMANCE** CARS, Windmill Onions, Great West Rd., Brentford, Middlesex. (7327)

**CLAND & TABOR, Ltd.** Welwyn 461, offer with three months' guarantee. (7327)

**ROLLS-ROYCE 20-25hp** 4-light sports saloon with rear boot, by Young of Bromley, registered September, 1954, just repainted 2-tone grey, excellent chassis; £1,275. (7318)

**1936** Rolls-Royce 20-25 Prestone & Webb 6-light saloon, terms, exchanges; £1,050. (7318)

**GEORGE NEWMAN & Co.** 261, Eaton Rd., N.W.1. Euston 4465. (7318)

**CHARLES FOLLETT, Ltd.** accredited Rolls-Royce and Bentley retailers and repairers, offer:— (7318)

**1948** Rolls-Royce Silver Wraith 4-door owner-driver saloon by Park Ward, two-tone grey, black hide, one owner, 24,000 miles, excellent whole car in perfect order; £3,250. (7318)

**SERVICE** ST. W.1. May. 6266. (7318)

**Bentley Works and Stores**, Barnsdale Yard, off Main Ave., W.8. Cunningham 556-8. (7318)

**SWANMORE GARAGE**, Rolls & Bentley specialists, 1176-1180, Churchfields Rd., Boscombe, W.1. Southbourne 1222. (7318)

**1937** Hooper saloon, capacious luggage boot, excellently specimen. (7318)

**Rolls-Royce Phantom III** Barker 7-seater limousine. (7318)

**Rolls-Royce Phantom III** H. J. Mulliner sliding roof sedan, solid toppe. (7318)

**Rolls-Royce 20-25**, fitted with 1952 brake body, R very modern and attractive. (7318)

**Rolls-Royce 1940** Replica, exceptionally modern appearance, large luggage boot, exchanges, terms. (7318)

**1937** Rolls Phantom III 7-passenger limousine, really showroom condition; £1,150.—Broadway Motor, 67, High St., Hounslow, Tel. 0175. (7055)

**EDWARDS & Co. (BOURNEMOUTH), Ltd.** Bournemouth (month Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (4942)

**1935** series 20-25 Rolls-Royce 7-seater limousine by Guyton Nutting, engine overhaul, coachwork is in excellent condition; open to any trial or inspection; 1940, any good class car taken in exchange. (7044)

**WHARDEN'S** Used Cars Specialists, 25, Watford Rd. C. Kings-Norton, Birmingham, 50. Tel. Kin. 2977. 2919. (7044)



USE CARS FOR SALE AND WANTED—SPARES AND SERVICE

**ROVER 14**  
ROVER 14, 1936, one owner before myself, stored in garage, small mileage. 2175.—Culverston, 16077

**1947** (October) Rover 14, radio, heater, new upholstery, £1,075.—Bruce France, 38, Cromwell Mews, South Kensington, W. 8, 17007

**£389**—1937 Rover 14 de Luxe, one owner, a bargain.—G. P. (Baltham) Ltd., 20, Baltham Road, S.W.12 (100 yards Clapham South Tube). 1107-8

**895** p.m.—Rover 14, October 1946, de Luxe 4-door saloon, black, sliding head, brown leather, one owner, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041, 17403

**£743**—Rover 14 de Luxe saloon, bodywork literally like brand new, interior excellent, chassis 100%; this vehicle is up to 1948 model, Rover looks like a 1948 model and performs like it; you must see it! The finest example I have ever had; also choice 8 other Rovers; 3 months' guarantee; hire purchase, exchanges.—L. AMES OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. 16798

**1938** (March) Rover 14 saloon, beautifully refinished in black with brown leather interior and new fitted Wilton carpets, the whole of this car is practically indistinguishable from new, all chromium unmarked, all tyre excellent, quiet and attractive performance, a remarkable example of one of Britain's finest cars; £265; latest and delivered free.—Malden, Gosline & Co., Cross St., Pentonville, Manchester, Pen. 2457. 17550

**1948** Rover 14 de Luxe saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton, Tel. Northampton 4540.

**1939** (June) Rover 14hp sports saloon, condition equal to post-war model, £695; exchanges, hire purchase—B. & H. Motors, 1464-6, High Rd., Finsbury (Finchley), London, N.20. Tel. Hildridge 6671-2

**£675**—Rover 20 sports saloon, beautiful, rare, genuine condition motor car; this Rover is American car with the performance of a high-speed car with the comfort and luxury of the British thoroughbred; choice 8 other Rovers; 3 months' guarantee, hire purchase, exchanges.—L. AMES OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. 17439

**TUCKFORD, Ltd.** offer:—

**1949** (Dec.) Rover P4 saloon, speedo, reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

**1948** Rover 75 sports saloon, 10,000 miles, green, green leather, radio, heater, as new.

**1948** Rover saloon, green, grey leather, radio, heater, one owner, excellent condition.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. 16963

**TOM GARNER, Ltd.** offer:—

**1948** Rover 60 P3 saloon, black with red leather, 28,000 miles.

**1949** Rover 75 P3 saloon, black with red leather, radio, heater, 15,000 miles.

**TOM GARNER, Ltd.** 10-12, Peter St., Manchester, 2. Blackfriars 3655-6. 16944

**COOMBS & SONS (GUILDFORD), Ltd.** offer:—

**1948** Rover 75, black and red, radio, etc.; choice of two, £1,315.

**COOMBS & SONS (GUILDFORD), Ltd.** Portsmouth Road, Guildford, Guildford GU10 9-8. 17530

**ROVER P4** delivery mileage, radio, heater; open 9-7. 16761

**150** miles only! 1950-1 Rover 75 saloon, literally as new; £2,350.

**WARRICK MOTORS**, 150-6, West End Lane, N.W.6. Hampstead 1177. 16991

**1950** Rover P4 saloon, green, one owner, really heart, cond.; £2,050.

**GARAGE SERVICE CO.** Hoops Lane, Golders Green, G.N.W.1. Speedwell 3408. 17424

**IATE** 1950 Rover P4 saloon, green with grey leather upholstery, low mileage, as new throughout, taxed, FRONTRIDGE SERVICE DISTRICT, South Rd., Southall, Middx. Southall 2555. 17373

**1500** miles (August 1950) Rover P4 saloon, black with red leather, heater, immaculate; £2,250.

**H. A. SANDERS, Ltd.** Austin House, Castle St. W. Worcester, Tel. 2368. 17001

**1950** Rover 75 P4 saloon, 5,000 miles—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 2. Tel. Deansgate 3353-6. 17215

**CAMDEN MOTORS**—Rover 75 saloon, 1949, black/green, radio, heater, Regency loose seat covers, beautiful condition; £1,195.

**CAMDEN MOTORS**—Rover saloon 1950, condition literally indistinguishable from new, serviced and maintained by main Rover distributors every 1,500 miles, original tyres, low, not area unwashed, heater, radio and seat covers; £1,815.

**C. Beds. Tel. 2041 (5 lines)**; write for post-free catalogue of nearly 500 cars for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Monday/Saturday. 17285

**1948** Rover 75 6-light maroon saloon, 21,000 miles, one owner, mechanically perfect, heater and radio; £1,160.—Box 42, 17377

**1948** Rover 75 6-light saloon, superb; £1,555.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 3212. 17207

**1951** Rover P4 (November, 1950), 7,000 miles, offers, or exchange Vauxhall Velox and cash.—Knox, Paddock Grove, Bore Hill, Oxford. 17180

**155** miles only! 1951 model Rover P4 saloon (reg. Nov. 1951)—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3598. 17199

**ROVER 75** P4, Oct., 1950, black and red, loose covers, 9,500 miles, one experienced driver, immaculate; £2,150.—Harris-Mayes & Co. Welford 4026. 16319

**(June)** Rover 75 saloon, black with red leather, one owner, excellent condition throughout; £1,595.—Dutoussa, Ltd., Rover Agents, Staines, Middx. Tel. 601. 14346

**1950** P-4 Rover, finished in ivory with red leather upholstery, guaranteed mileage under 4,000, fitted radio and heater, immaculate condition.—To be seen at the showrooms of George Hartley, Ltd., 35-41, Holdenhurst Rd., Bournemouth. Tel. B'mouth 4161. 17763

**LAND-ROVER**

**EVANS (WIMBLEDON), Ltd.** offer:—

**A** SELECTION of high-grade used Land-Rovers with 3 months specific guarantee; prices from £395.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 1615-4. 14066

**HARVEY HUDSON, Ltd.** (the Land-Rover specialists), offer:—

**(Feb.)** Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**(June)** Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**1949** (Feb.) Land-Rover, 11,000 miles, heater, signals, outstanding condition.

**1949** (June) Land-Rover, 14,000 miles, exceptional, fully well maintained, with 1500 Brookhams trailer if required.

**ROVER MISCELLANEOUS**  
Rover 16 saloon, black, low mileage; £1,080.

**1947** Rover 12 saloon, black; £1,000; exchanges considered.—Lingwood, Upper Becont Ave., Southampton, Tel. 68851. 15350

**BARTS** of Kingston, Rover specialists, sales, repairs.—12, London Rd., Kingston, Kingston 334.

**CAMDEN MOTORS**—Rover 12hp saloon, 1949, in green, identical to post-war series, very smart lines and special Rover performance, £2,000.

**CAMDEN MOTORS**—Rover 12hp saloon 1940, similar to model to above in black with green leather interior, brakes and steering just overhauled, excellent tyres, £2,500.

**CAMDEN MOTORS**—Rover 12hp sports saloon, July, 1939, makers original cellulose in black, disc type wheels and other late type features, good all round mechanical order; £2,355.

**CAMDEN MOTORS**—Rover 12hp saloon 1947 (July) fitted heater, gas lights, etc., immaculate Rover car finish, unused for 18 months, genuine low mileage model; £2,995.

**CHOICE** of two others; from £695.

**CAMDEN MOTORS**—Rover 14hp sports saloon, 1935 C model with external rear boot and late type instruments like 1949 model, Buir automatic lubrication and other special features, very smart body styling and an exceptionally fast motor car; £2,950.

**CAMDEN MOTORS**—Rover 14hp saloon, 1935, two owners only since new, a very well maintained car, with new, clean, clear, clever, and new timing gears, specially recommended; £2,275.

**CAMDEN MOTORS**—Rover 14hp saloon, late 1939 C model, fitted radio, heater, tailored seat covers, disc, plus lights, etc., original finish in very bright chrome, very good condition; £2,400.

**CAMDEN MOTORS**—Rover 14hp saloon, 1936, a car in very special condition, mechanically perfect and equipped regardless of expense by late owner, complete mechanical reconditioning by Rover Company in June last year, over £200 bills for extensive work including replacement engine and gear box, steering and brake assembly, etc. (schedule of work on request); engine just reworked for first time after 6,000 very careful miles; full history available; £695.

**CAMDEN MOTORS**—Rover 14 saloon, 1947 (August), black brown leather, a beautiful car, heater and other accessories; £2,900.

**CAMDEN MOTORS**—Rover 75, see our separate advert under Rover 75.

**CAMDEN MOTORS**—Rover 14, Lake St., Leighton Buzzard Beds, Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Monday/Saturday. 17285

**Rover Cars Wanted**

**CAR MART, Ltd.** wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5454. 10071

**HENLYS, Ltd.**

**HENLYS** of London's Largest Rover Distributors.

**DEVONSHIRE HOUSE**, Piccadilly, W.1. (Grosvenor 2297).

**HENLYS** House, 385, Euston Rd., N.W.1. (Euston 4444).

**GREAT WEST ROAD** (Ealing 3477).

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS, Ltd.** England's Leading Motor Agents. 10080

**ROWLAND SMITH'S** the Rover buyers—Hampstead High St. (Hampstead Tube) Ham. 6041.

**COOMBS & SONS (GUILDFORD), Ltd.**

**URGENTLY** wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 69607. 10343

**OFFER** your Rover to Epping, 16, Althorne St., Mayfair, W.1. Regent 2552. 17209

**ASH** immediately for good Rover.—H. F. Edwards, 200, St. Fortland St., W.1. Landham 0015. 17246

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** require Rovers (1937 onwards). Wembley 6691, 3505, 10776

**A** new post-war Rover required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 1366 (day).

**1939** Rover 12hp wanted: £370 offered.—Senior, 17, Swains Lane, London, N.6. Mountview 1769.

**P4** saloon wanted: must be as new, private buyer would sign Covenant.—Turner, Palmers Green 14500.

**JACK OLDING, Ltd.** 8-10, North Audley Rd. W.1. Rover retailers, require cars in first-class condition. Marfair 5362.

**ALBONS** of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking, Tel. Rippleside 1265.

**BLAKES**, Rover agents, will purchase any post-war covenant Rover car.—110, Bold St., Liverpool 1734

**TUCKFORD, Ltd.** 8, Upper St. Martin's Lane, W.C.2. Tel. Temple Bar 3339.

**CASH** buyers of low-mileage Rovers 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hastons, Lord St., Southport, Tel. 2268.

**DRE-WAR** 10s and 12hp cars required by Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford, Tel. 1144.

**MOTORISTS (LONDON), Ltd.** are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finsbury Station, N.3. Tel. 2301. 10709

**DAVID ROSEFIELD, Ltd.** Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate Manchester Tel. Deansgate 5455. 10594

**Rover Spares and Service**

**LEIGH PARK MOTORS, Ltd.** Datchet Slough Bucks. Rover distributors for spares and specialist service.—Tel. Datchet 54. 10047

SPORTS & LIGHT CARS



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**R. P. POWELL, MOTORS, Ltd.**, East London agents for Rover sales, service and spares. 251, Romford Rd., Forest Gate, E. 7. Maryland 4419-5. (10403)

**DAVID ROSENFIELD, Ltd.**, Rover Distributors, Lancashire and Cheshire; very large spare stock available—Chesham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (10555)

**C. & S. MOTORS, offer—**  
 deposit or £109 cash. Singer 9 4-door saloon, in very good condition, maroon and black—Dudden Hill Lane, Neasden, Gladeside 9605-8. (7414)

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**

**1948** Singer 10 de luxe 4-door saloon, excellent condition, small mileage, £720. D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1531. (16273)

**1947** Singer 10 saloon, black, one owner since new, immaculate; £625—Hendon Central Garage, Hendon 1423. (1189)

**1947** Singer 10 sln., exceptional condition; £565—Smith & Hunter, Ltd., 776, Kensington High St., London, W.14. Tel. Western 2312. (750)

**NEARLY NEW** Singer, 1500, only 9,000 miles; B.M.T. permission to sell; list price plus 10%—Ford & Slater, Casuar, Letchworth, Tel. Casuar 361. (1048)

**1938** Singer 10 saloon, taxed, guaranteed; £265; 1937 Bantam saloon, £265, payments—Goulden, 306, Kewington Hill, W.14. Western 6631. (7637)

**1950** Singer 13hp 6-water black saloon, leather upholstery, one owner, excellent condition; 9500ms (C.L.P. 11.170)—Tel. Kingston 4430. (1043)

**£280**—Singer 4-seater tourist, 1939, green, good condition, tyre, radiator, etc. new—any trial—K.O. Motors, Kington St., London, S.W.1. (7504)

**1938** Singer 9hp Bantam de luxe saloon, clean wheels, first class throughout, taxed, any trial; £260—Mallock Way, New Malden, Surrey, Malden 4779. (7224)

**GORDON WHITE & Co. Ltd.**, offer 1937 Singer Le Mans coach with green leather, well equipped and in good condition throughout; £275—Austin House, Gerrards Cross 2077-8. (7742)

**525** gns.—Singer 10, December, 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms; exchanges—How and Smith, 1601, 1603, 1605, Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (7404)

**MANCHESTER**, South Lancashire, North Cheshire, specialist sales, service and spares facilities—Parker, Ltd., Didsbury, Bradshawgate, Bolton, Tel. 4080. Deansgate Manchester, Deansgate 4507. (1039)

**1950** S.M. 1500 saloon, blue beige leather, radio, heater, £1,125, a superb car, one of the selected Singer cars always in stock—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 7012. (7220)

**CAMDEN MOTORS**—Singer super 10hp saloon de luxe 1940, outstanding example of this popular series, which is identical to 1948 model, very sound black coachwork, leather interior, fitted pashlights, twin cylinder horns, etc.; £625—Camden 1048. (7404)

**CAMDEN MOTORS**—Singer super 10hp saloon de luxe, 1947, immaculate maroon coachwork with maroon leather interior, excellent tyre, carefully and considerably owned and driven; £595. Beds. Phone 411 lines—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchange, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open 9 a.m. Monday to Saturday. (1048)

**Singer Cars Wanted**

**R. ROWLAND SMITH'S**, the Singer buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1096)

**SINGER 10** in good condition wanted—32, Brookham Drive, Ilford Essex, Tel. Valentine 2098. (7292)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, require Singers (1937 onwards)—Wembley 8091, 8093, 10777. (10777)

**Singer Spares and Service**

**THE** North's premier Singer spares stockists, Coult-hurst & Grimshaw, Ltd., Whalley New Rd., Black-burn, Lancs. Tel. 48091-2. (17970)

**A. AUTOMENDERS, Ltd.**, are specialists in Singer service and overhauls—Automenders, Ltd., Leather Garage, Ferry Rd., Barnes S.W.15. Riverside 6496. (10754)

**(JORDON CARS, LONDON), Ltd.**, the London Singer car distributors for spares and service—140, Golders Green Lane, Golders Green, N.W.11. Speedwell 4701-2. (7404)

**F. PARSON & CO. (GUILDFORD), Ltd.**, sole distributors for West Surrey spares and specialist services—Central Buildings, North St., Guildford. Tel. 2274-5-6. (17404)

**SPORTS CARS**

**B. BLAKES**,  
 The Northern Sport and  
 Racing Car Specialists,  
 Buy and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations—B. Blakes & Co. Ltd.,  
 110 Bold St., Liverpool.

**R. ROYAL 6622**, "Grams" Autocar, Liverpool. (1389)

**EXCHANGE 1935** Citroen 12 saloon, radio, for open sports—Taylor, 18, Fountains Tce., North End, Ripon. (7609)

**SPORTS racing car—2-seater; sports racing car built in 1948** Marston chassis fitted with V8 engine and gear box, this car was professionally built for endurance at a cost of £2000 owner goes abroad will accept offers around £450; £110 tax; attractive finished in British racing green—Brentford Motors, 1, Upper St. James St., Brighton, Tel. Brighton 2166. (7496)

**SIMMONS (MAYFAIR).**  
**GROSVENOR 2635.**

**TRIVICTA** Black Prince Autocar twin overhead camshaft 5-litre Acrolene de luxe saloon, fitted every conceivable luxury and extra; we have scrapped the torque-converter (d.c.) on this Invicta and fitted a manual 4-speed Jaguar box giving a scintillatingly brilliant performance throughout the complete range; as an outstanding example of British craftsmanship and coachwork, this marque can have few parallels; originally cost £3,850; this Invicta presents an outstanding opportunity for the enthusiast to obtain a post-war vehicle comparable with any at an entirely disproportionate figure.

**FRAZER NASIR-B.M.W. type 319** 2-litre fourseamers front drop coupe, recently recoloured and in very sound condition throughout, a B.M.W. comparable to any; £350.

**A.F.A.-ROMEO 1.750cc** twin cam blown Zagato, Ten Million series, in superb mint condition from 1750 to 2000, over £1,000 has been spent on this Alfa during the past two years and it is undoubtedly the finest 1750 now extant.

**ESPANO-SUIZA 1937** 37.2 sports sedan de ville machine by Saoutchik of Paris, face-forward coachwork, this extremely desirable vehicle has been completely mechanically rebuilt by us at a cost of over £200, and recoloured; the coachwork is comparable both in life and finish to any post-war limousine on the road to-day.

**FURTHER particulars of all the above will be forwarded upon enquiry—**  
**OFFICE, 12, Reg Place, Park Lane, Mayfair, W.1.**

**GROSVENOR 2635.**  
**MERCURY offer—**

**FRAZER NASH 2 1/2-seater** Colmore in superb condition, this is the actual 1932 show model and has been maintained in exceptional order by well-known enthusiasts, fitted with Brooklands Meadows engine with outside exhaust, fitted with leather upholstery, sports radiator stoneguard, polished axle, large instruments, alloy cycle-type guards, perfect tyres, new hood and tip tonneau, finished in metallic grey, a perfect example of a classic or exchanges with pleasure.

**MERCURY MOTORS** 383, Northolt Rd., South Harrow, W.3. (7343)

**CHARACTER CARS** offer—  
**A SELECTION** of vintage and sports cars, 2- and 4-seaters far above average condition; please telephone for details of current stock, including—  
**1934-ROMEO 1929** 1.500cc, twin cam, blown 2-seater (lean car)  
**1934-ALFA 1.346**, ex-Appleton 2-seater.  
**BENTLEY 1931** 4 1/2-litre coupe de ville, "D" box, silver crank.  
**RILEY 1936** "M.P.H." 2-seater.  
**RILEY 1936** Brooklands 2-seater.  
**LAGONDA 1932** 16/80 saloon, crash box.

**PARTICULARS** of vintage and sports cars for disposal with photographs, and price received, will be gratefully received and acted upon immediately.

**CHARACTER CARS** 22-24, Heywood Rd., Wembley, W.19. Liberty 7677-8. 10 minutes South Wembley. Buses pass our door. (7363)

**B. & G. MOTORS offer—**  
**£185**—B.S.A. Scout 10hp 1937-8 open 2-seater, recently repainted dark red, excellent hood, exhaust screens, maxims of gun, 4 super B. & G. bearings.  
**£135**—Standard Avelon Special 5hp open sports car, a very unusual car which is as sound as a blooming bell (do bells bloom)?  
**£135**—Hillman 10 4-door 4-seater, red and chromium, a sound economical and reliable sports car.  
**£115**—Riley 9 Monaco sports saloon, twin carburetors, special series engine, really good mechanically, examination welcomed by anyone, even those from Coochi.  
**£130**—Wolsey Hornet 12hp open sports 4-seater, 4-speed gear box, smart attractive car.  
**£65** open tourer with new sidecreens, in first-class really reliable condition.  
 Many others; terms—B. & G. Motors, Early Mews, M. Arington Rd., Camden Town, N.W.1. Quillsey 5578. (7255)

**ROWLAND SMITH'S** for Sports Cars.

**495** gns.—Aston Martin 154 (registered 1937) 1 1/2-litre short chassis Le Mans 2 1/2-seater, red and black, 4-speed gear box, 4 super B. & G. bearings, tank, cycle-type wheels, standard and racing screens, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (7405)

**1937** Hillman 80 (engine as on Snipe) ash body needs attention; £100—Spe. 1513. (7175)

**POTTER, RICHARDS & CARR**, offer choice of Allard, Avils, Rover, Rolls-Royce, Renault, Javelin, Citroen, Talbot, Bugatti, Hotchkiss Alfa-Romeo, H.R.G., M.G.

**ATTRACTIVE** prices; part exchanges, h.p. terms.

**FOR details**, Tel. Kensington 6955 or letters only to Richards, 62, Prince Gate Mews, S.W.7. (1560)

**£200** or offer; Singer 9 sports coupe, 1935 chassis, rebuilt 1936 engine, in first-class condition; 1936 engine, Dunlop tyres, sound, fast, reliable, unlicensed—Fife, Putney 6475. (7613)

**ALTON GARAGE**, of Paddington, are clearing many cars, and can offer easy terms from as little as £25 down; please, phone or call for current list—77/19, Bock Moss, North, Craven Rd. W.2. Fidd. 5957/5956

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford. (12270)

**SIMMONS** (of Mayfair) will be obliged by the offer of any well conditioned sports cars for immediate cash—All enquiries to Head Office, 22, Reg Place, Park Lane, W.1. Tel. Grafton 1000. (15339)

**Sports Cars**

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**A SPECIALISED** service offered to racing and sports car owners—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**SPORTS CARS** and spares and service

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**S.S. Cars Wanted**

**ROWLAND SMITH'S** the S.S. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1096)

**B. J. HUNTER, Ltd.**, offer—  
**1947** Standard 8 saloon, one owner, newly as new; B. J. Hunter, Ltd., 22, Crickwell Road, Newbury, W.1. Tel. 2460. (1366)

**1946** Standard 8 4-door; £350—Speedy Transport, Sloane 7219. (7362)

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford. (12270)

**SIMMONS** (of Mayfair) will be obliged by the offer of any well conditioned sports cars for immediate cash—All enquiries to Head Office, 22, Reg Place, Park Lane, W.1. Tel. Grafton 1000. (15339)

**Sports Cars**

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**A SPECIALISED** service offered to racing and sports car owners—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**SPORTS CARS** and spares and service

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**S.S. Cars Wanted**

**ROWLAND SMITH'S** the S.S. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1096)

**B. J. HUNTER, Ltd.**, offer—  
**1947** Standard 8 saloon, one owner, newly as new; B. J. Hunter, Ltd., 22, Crickwell Road, Newbury, W.1. Tel. 2460. (1366)

**1946** Standard 8 4-door; £350—Speedy Transport, Sloane 7219. (7362)

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford. (12270)

**SIMMONS** (of Mayfair) will be obliged by the offer of any well conditioned sports cars for immediate cash—All enquiries to Head Office, 22, Reg Place, Park Lane, W.1. Tel. Grafton 1000. (15339)

**Sports Cars**

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**A SPECIALISED** service offered to racing and sports car owners—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**SPORTS CARS** and spares and service

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**S.S. Cars Wanted**

**ROWLAND SMITH'S** the S.S. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1096)

**B. J. HUNTER, Ltd.**, offer—  
**1947** Standard 8 saloon, one owner, newly as new; B. J. Hunter, Ltd., 22, Crickwell Road, Newbury, W.1. Tel. 2460. (1366)

**1946** Standard 8 4-door; £350—Speedy Transport, Sloane 7219. (7362)

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford. (12270)

**SIMMONS** (of Mayfair) will be obliged by the offer of any well conditioned sports cars for immediate cash—All enquiries to Head Office, 22, Reg Place, Park Lane, W.1. Tel. Grafton 1000. (15339)

**Sports Cars**

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**A SPECIALISED** service offered to racing and sports car owners—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**SPORTS CARS** and spares and service

**ATOMENDERS, Ltd.** are enthusiastic repairers, timers and modifiers—J. Lowther, Garage, Ferry Rd., Barnes S.W.15 Riverside 6496. (10753)

**S.S. Cars Wanted**

**ROWLAND SMITH'S** the S.S. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1096)

**B. J. HUNTER, Ltd.**, offer—  
**1947** Standard 8 saloon, one owner, newly as new; B. J. Hunter, Ltd., 22, Crickwell Road, Newbury, W.1. Tel. 2460. (1366)

**1946** Standard 8 4-door; £350—Speedy Transport, Sloane 7219. (7362)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 8

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase Specialists.

**1948** Standard 8 tourer, colour grey with blue leather upholstery, nicely maintained, one owner, negligible mileage, 52,000s.  
Hire purchase terms on the spot with no references. No formalities or guarantors, top price in part exchange on your present motor cycle or car, unique 3 month written guarantee, always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.  
R. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards).

**1946** Standard 8 sal. black, brown int., ex. cond., 18,000 miles.  
TICKFORD, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 5533.

**DROP** head four-door, ship Standard, 1944, black, spickeen condition, 6,295.  
WALDO, MOTORS, 150-6, West End Lane, N.W.6, Hampstead 1177.

**1947** Standard 8 coupe—Autowork, Ltd., Winchester, Winchester 454.

**1946** Standard 8 tourer, fitted new hood, recollared grey, smart appearance: £499.  
J. RICHARDS OF CRICKLEWOOD, Ltd., 200-222, Cricklewood Broadway, N.W.2, GLO. 2234.

**1939** & 1940 Standard 8 saloons, £295—A. Z. Motors, Palmerston Rd., N.W.6, MAI. 4723.35.

**1947** Standard 8 saloon de luxe, black, brown interior, every respect, 14,500.  
WALTON-ON-THAMES MOTOR CO., Ltd., Walton 300.

**J. P. DOVE** offer 1946 Standard 8 saloon, exceptional condition £495—69, Broadway, Wimbledon, S.W.19, Liberty 3456.

**1948** Standard 8 tourer, black, leather upholstery, new condition: £550—Hendon Car Garage, Hendon 1423.

**1947** Standard 8 saloon, grey, blue leather, excellent condition: £475—Hendon Car Garage, Hendon 1423.

**£490** Standard 8 drop head coupe, 16,000 miles only, one owner, unbelievable condition for 1940 car: many offers.

**BENJAMIN** Standard 8 saloon, Holland Park, London, W.11, Park 9066-7, Open Mon. to Sat. 9-6.  
150 Herods Holland Park, Tel. 6066.

**1939** Standard 8 saloon, grey, blue upholstery, 1939, 6,500—Wards of Putney, 72, West Hill, S.W.15, Vandybe 1533.

**1946** Standard 8 tourer, 1951 engine, new hood, front suspension and spring, owner going abroad: first £240 obtains—St. Albans 1466.

**£345** Standard 8 drop head coupe, black, good condition throughout—M.B. Motors, 355, New Cross Rd., London, S.E.4, Tideway 3779.

**1947** Standard 8 saloon, sunroof, spares, economical, little car, £315; exchange: hire purchase—B. & H. Motors, 1464-9, High Rd., Whitestone (Finchley), London N.20, Tel. Hillside 6671-2.

**1939** Standard 8 saloon, black with brown upholstery, very carefully used: £395—Lawson Pigott Motors, Ltd. (Vaughan), Barnet, 164-6, East Barnet Rd., Barnet 2553.

**1939** Standard 8 saloon, beige with brown leather upholstery, good bodywork, good interior, mechanically absolutely perfect: £360—Lawson Pigott Motors, Ltd., 320, Kings St., Hammersmith, N.W.6, Riverside 4113.

**4-4-5** Standard 8, Sept., 1946, four-door drop head coupe, grey, blue leather, excellent condition, terms: list, open 7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**WALTER SCOTT, Ltd.**—1946 Standard 8 saloon, grey, blue leather, works reconditioned engine, exceptional condition throughout: £495; terms, exchange—39, College Crescent, Hampstead, N.W.3, Finchley Road Tube, Pri. 5914.

**MARCH** 1947 Standard 8 saloon, black, with brown leather, just entirely reconditioned in our own works and fitted with complete set of new tires; a most economical, small car in much above average condition, one owner since new: £355.

**ROBBINS** 96-98, Upper Richmond Rd., East Putney, R.S.W.15, Tel. 4561.

**1949** (first reg.) Standard 8 d.h. coupe, black with brown leather, grey upholstery, excellent condition, 4,000 miles; Nolex for lamp and defroster, bonded to 31st Dec., splendid throughout: £335.  
Pantley Service Garage, London Rd., Guildford 5536.

**STANDARD 10**  
**£295** Standard 8 saloon de luxe, 1950, sound body, black leather, leather interior, sunroof, one economical little runner, at.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds., Phone 2041 (5 lines)—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchange; free delivery; showrooms open till 7 p.m. 7 days Saturday.

**WALTER SCOTT, Ltd.**—Late 1939 Standard 8 saloon, grey, exceptional condition: £385; terms, exchange: 39, College Crescent, Hampstead, N.W.3, Finchley Road Tube, Pri. 5914.

**1938** Standard 10 saloon de luxe, really nice car: £545—Claude Burvorne & Co., 38, Peters, Garage, St. 4, Riverside, 1944.

**1937** Flying Standard 10 saloon, excellent appearance, recently thoroughly overhauled. Rotoflex, mileage 45,000; price £350 or offer—6, Beechleys Rd., Oxford, Devonshire, Tel. Oxford 155.

**STANDARD 10**  
**CAR MART, Ltd.**

**1948** Standard 12hp drop head coupe, radio, 10,000 miles; £295—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212.

## STANDARD 12

(Sept.) Standard 12hp saloon, black/brown, excellent condition throughout, taxed: £645.  
**COLE'S GARAGE**, 200-222, Cricklewood, London, S.W.19, Tel. Wimbledon 0195.6.

**1938** Flying Standard 12, good tyres and in really excellent condition throughout, any trial: 17597.  
Box 6749.

**1937** model Standard Super 12 saloon, discs, etc., £295—Boys Autos, Ltd., 127, Parkway, N.W.1, Euston 2700.

**1947** Standard 12 de luxe 4-seater, saloon, black with new, supplied and serviced by one private owner.

**ROBBINS** 96-98, Upper Richmond Rd., East Putney, R.S.W.15, Tel. 4561.

**62** Standard 12, April, 1946, four-door, drop head, excellent condition, terms, exchange—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**295** Standard Flying 12, 1938 model, de luxe, 4-door saloon, black, sliding head, fawn leather, excellent condition; taxed; terms, exchange; list, open 7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**WALTER SCOTT, Ltd.**—Late 1946 Standard 12 saloon, grey, exceptional condition, one owner: £775—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube), Pri. 5914.

**CAMDEN MOTORS**—Flying 12hp saloon de luxe, 1939, black, brown leather, recent engine overhaul, fitted spares, practically new Dunlop, most attractive, price £345.

**CAMDEN MOTORS**—Standard Flying 12hp saloon de luxe, 1947, £10 tax, excellent coachwork with most carefully driven, nominal mileage only.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds., Phone 2041 (5 lines)—Write for post-free catalogue of nearly 500 cars ready for inspection and delivery against hire purchase facilities; part exchange; free cash, £100 to the United Kingdom; finance repaid to purchasers from any part of the country; Standard 12hp saloon, 1946, £495.

**TANKARD & SMITH, Ltd.**, offer a 1937 Standard 12 saloon, black with light green upholstery, a very good car and has been well maintained, fully guaranteed: £315—193, High Rd., N.13, Stamford 16925.

**TANKARD & SMITH, Ltd.**, offer 1947 Standard 12 saloon in black with brown leather upholstery; as new in appearance; mechanically faultless: £575; three months' written guarantee; also 200 guaranteed used cars of all makes—158, Kings Rd., S.W.3, Tel. Parkmen 4801.5.

**1947** sunshine roof, finished in the original and unblemished black with maroon leather interior, works reconditioned engine late 1951, small mileage since, 1951 equal to new, total mileage 40,000, this car is taxed and will be delivered free: £675, terms and exchange—Maidstone Engineering Co., Green St., Fendleton, Chester, Pri. 3457.

**STANDARD 14**  
**B. J. HUNTER, Ltd.**, offer—

**1947** Standard 14 saloon de luxe, very superior condition.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. GLO. 1301.

**SILVERTHORNE MOTORS, Ltd.**, offer—

**TWO** 1946 Standard 14 saloons, one grey, one black, moderate mileage, reconditioned engine just fitted to both: £775 each—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11, Monday 2267.

**1947** Standard 14hp saloon, black, fawn upholstery, one owner: £695—Vandervell's (Buyers of Good Cars), 215, Haverstock Hill, N.W.5, Putney 1213.

**1948** (August) Standard 14 de luxe saloon 24,000 miles, black with red leather, one owner since new, exceptional opportunity: £750—A. Z. Motors, Palmerston Rd., N.W.6, MAI. 4723.35.

**1948** Standard 14 de luxe saloon, grey, with black leather upholstery, supplied and serviced by a most competent, fully maintained by enthusiasts, entire car in superb order throughout: £695.

**ROBBINS** 96-98, Upper Richmond Rd., East Putney, R.S.W.15, Tel. 4561.

**7-4-5** Standard 14, May, 1948, de luxe 4-door saloon, black, sliding head, fawn leather; one careful owner, small mileage, exceptional condition, terms; exchange; list: High 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**STANDARD VANGUARD**  
**DICKS** Vanguard saloon, fitted radio and heater: £625.

**1949** CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maids Vale 6089-9.

**PHILIP RICHARDS, Ltd.**, offer—

**1949** Standard Vanguard saloon, grey, 10,000 miles, W.C.1, heater—4, Brick St., Park Lane, London, W.1, Tel. 4461-1.

**WARWICK WRIGHT, Ltd.**, offer—

**1950** Standard Vanguard saloon, grey, red leather, radio and heater, 9,000 miles.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761.

**1949** Vanguard, bronze, red leather, nominal mileage: £675.

**CREDAY, Ltd.**, 136, Streatham Hill, London, A.S.W.2, Tel. Tulse Hill 1909.

**GORDON CARS (London), Ltd.**, 1949 Standard Vanguard, 4 door, choice of 2 from £395.

**GORDON House**, 373, Euston Rd., London, N.W.1, Euston 6611.

**1950** (Oct.) Vanguard saloon, blue, red leather, heater, 8,000 miles, one owner.

**RIFCO, Ltd.** (Standard) Purchased, 1, Aikmear Rd., Mutton London, W.1, Euston 2352.

## STANDARD VANGUARD

Standard Vanguard saloon, 4,000 miles—Autowork, Ltd., Winchester, Winchester 1699.

**1949** Standard Vanguard, grey, grey leather, excellent condition: £925—John Tries, Ltd., 169, Tottenham Court Rd., Tel. 2645.

**1950** Standard Vanguard saloon, green, 14,000 miles, several extras, £990; hire purchase and exchange arranged.

**TOLLY'S GARAGE**, Earls Court Rd., S.W.5, Pro. 0633.

**STANDARD Vanguard** 1950, 15,500 miles, grey, excellent mechanical condition, £1,000; seen Southgate of London, W.C.1—Tel. Barnes 5662.

**1950** Standard Vanguard saloon, mileage 5,000, black, red leather heater—H. C. Paul, Ltd., 32, Bruton Place, W.1, Mayfair 0621-2.

**ORDER** your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service: 75, Marnham Lane, Bradford, Tel. 26827-9.

**1949** Vanguard saloon, in really first-class condition, leather upholstery, radio, heater and hood, £475.

**1950** series Vanguard saloon, mileage 10,000, colour grey, blue leather, taxed rear, 1975—R. S. Maidenhead 5431-2.

**850** Standard Vanguard, February, 1949, saloon, black, H.V.A. racing, black leather, spares; excellent condition, terms; exchange; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**1949** Standard Vanguard saloon, finished sunroof, metal grey, with red cloth upholstery, one private owner, 19,500 miles, excellent condition, heater, spotlight, taxed to December, in really immaculate condition throughout, 18 days engine, welcome to OTCOURTISTS (LONDON), Ltd., Great North Rd., M.E. Finchley Station, N.4, Tudor 2301-2.

**APRIL**, 1949, Vanguard completely unmarked, grey coachwork with blue upholstery, radio, heater and hood, engine perfect, with oil consumption definitely nil any examination welcomed; illness reason for selling—36, Mile Rd., Bedford, Tel. 41056 evening, 3 Bedford 5333 business hours.

**STANDARD MISCELLANEOUS**  
**SALES, service, spares**

**STANDARD** and Triumph distributors for Croydon—Futter, Catterham, Ipswich, Maidhead and Haslemere.

**CARRIS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Tel. Cro 4038-9.

**JACK ROSE, Ltd.**, offer—

**1948** Standard drop head four-door coupe in black, a beautiful car, three upholstery, paintwork, hood, etc., exceptional, open to any report or examination: £785—Jack Rose, Ltd., Bedford Rd., Wallington, Surrey, Wallington, Surrey, 6677-8.

**TANKARD & SMITH, Ltd.**, offer the choice of many Standard 8, 10s and 14s from their vast stock of over 200 used cars, all subject to three months' written guarantee—193, High Rd., N.13, Stamford 16925.

**STANDARD Cars Wanted**

**THE CAR MART, Ltd.**, wish to purchase Standard cars—150, Park Lane, W.1, Grosvenor 5434.

**ROWLAND SMITHS**, the Standard buyers—Hampstead Rd. 31, Hampstead, Tube, Ham 5041.

**A** new post-war Standard required—23, Breakfast Court, W.8, Tulse Hill 1238, 435.

**MARSTON MOTOR CO., Ltd.**, for your Standard—113, Tel. Sta. 8000—Seven Sisters Rd., Tottenham, time 2066.

**STANDARD 12 or medium trip in good condition wanted**—52, Brookham Drive, Ufford, Essex, Tel. Valentin 2066.

**CASH** buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object—Huttons Lorry Co., Southport, Tel. 2265.

**C. A. PETTO, Ltd.**, 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition—May, 5051.

**STARNES MOTORS** 103 Cricklewood Broadway, N.W.2, require modern Standard cars in really good condition, cash or exchange, Tel. GLO 2460.

**IF** your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7634, the London Buying Office of J. A. L. Ltd., (Woodford, Essex, Slough Branch).

**Standard Sales and Service**  
**S&T**

**STANDARD & TRIUMPH SALES, Ltd.**—Service and repairs for all models, manufacturers' latest stockists in Britain of spares and service accessories—Standard & Triumph Sales, Ltd., London Distribution, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8, Maids Vale 9114 (10 lines).

**STANDARD** spares and replacement items—John Kaye & Co. (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 2645-9.

**STANDARD and Triumph spares**—Post your enquiries to Northdown Motor Co. (Distributors) Northdown Rd., Margate, Tel. 2445.

**STANDARD** spare all models from 1935, replacement units, complete overhauls, reconditioning—Parker, Ltd., Alexandra Terrace, Guildford, Tel. 5391.

**STANDARD** spares for all models, largest provincial stockists—Hollingshead Automobiles, 60, Leam Road, Port (Tel. 44641) and Princess Drive, Chisney Bay (Tel. 3345).

**SPARE** parts by return of post, quote complete number of car when ordering—Whites Orange, Ltd., Standard and Triumph Car Distributors, Gillingham, Tel. 5486.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Standard Spares and Service

**BROCKHURST GARAGE**—Harrow agents for Standard, Triumph, etc. service, spare, reconditioned unit. (Vauxhall Rd., Harrow Weald, Middx., Tel. Grimstead 561.) (0255)

**J. ANKERSTON ENG. CO., Ltd.** (distributors in Surrey since 1911). Full range of spares, phone, write or call; orders dispatched immediately.—59-63, Eden St., Kingston, Ktn. 5151. (0286)

**K. J. MOTORS Ltd.** have available for immediate delivery reconditioned engines and vast stock of spares for all models, the Standard specials for over 25 years.—137-149, Widmore Rd., Bromley, Kent, Ss2, 3456-7-8-9. (0367)

**HALLS (PINCHLEY), Ltd.** have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1929 onwards, guaranteed three months. Gilling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908-9. (0002)

## STUDEBAKER

**SIMPSON'S MOTORS** (Tel. Wembley 8691 or 3903) offer—

**1948**—Studebaker Champion (full list see "American Cars")—Simpson's Motors (Wembley). (7100)

**SIMPSON'S MOTORS** (Phone Wembley 8691 or 3903) offer—

**1948**—"American Cars"—Simpson's Motors (Wembley). Ltd. (3565)

**CHILTERN CARS** offer a 1956 (July) Daimler or six 4-door saloon in black, with red upholstery, the coachwork and body are in excellent condition and approximately 1,000 miles have been covered since a complete mechanical reconditioning was carried out under A.A. supervision at a cost of £166. Tyres are almost new and extra motor, radiator and Nutek passenger, £225, tires, exchanges, £114. Water Lane, Leighton Buzzard, Bedfordshire, Tel. 3548

## STUDEBAKER CARS WANTED

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** require Studebakers (1937 onwards)—Wembley 8691 or 3903. (0673)

**COMPLETE CAR SERVICE**, Ltd., personal attention to your Sunbeam—Tulse Hill 4505. (0315)

## SUNBEAM-TALBOT

**DICKS**—

**1940** Sunbeam-Talbot 2-litre sports saloon, immaculate condition, just overhauled. £1,125. (2691)

**DICKS CAR SALES, Ltd.** 583-601, High Rd., Kibbourn, Maida Vale 6989-9. (2691)

**BROCKLANDS**—

**1950** series Sunbeam-Talbot 80 saloon, speedometer reading 4,000. (3740)

**103** New Bond St., London, W.1. Mayfair 8551-6. (3740)

**CAR MART, Ltd.**—

**1950** Sunbeam-Talbot 80 saloon, 6,000 miles, £1,145.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (7574)

**R. F. FUGOLE, Ltd.**—

**1950** Sunbeam-Talbot 90 saloon, one owner, low mileage, £1,125. (7426)

**1950** Sunbeam-Talbot 80 saloon, one owner, 15,000 miles, heater and other accessories, £1,165. (7426)

**R. F. FUGOLE, Ltd.**, Busley Heath, Herts., Tel. 7450

**PALMER'S MOTORS, Ltd.**—

**1940** Sunbeam-Talbot 10hp sports saloon, excellent condition throughout, 4,575, exchanges and taxes—53, York St., Twickenham. Popesgrove 1190. (7458)

**WARWICK WRIGHT, Ltd.** offer—

**1950** Sunbeam-Talbot 90 saloon, black, red leather, 9,000 miles. (7679)

**WARWICK WRIGHT, Ltd.** 150, New Bond St., W.1. Mayfair 9761. (7679)

**1950** Sunbeam-Talbot, drop head coupe 80, one owner, radio and heater. (7679)

**L. L. WARD, V.** Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 6146. (7679)

**SUNBEAM-TALBOT 10, 1939**, black, thoroughly good S car, taxed year, 4,550.—Malden 2176. (7616)

**1950** (May) Sunbeam-Talbot coupe, 12,000 miles.—Ernest Sutton, Tel. Roigate 4 (trade only). (7297)

**1950** (April) Sunbeam-Talbot 80 saloon, 9,000 miles.—Ernest Sutton, Tel. Roigate 4 (trade only). (7297)

**CENTRAL GARAGE (CROYDON), Ltd.** offer 1950 Sunbeam-Talbot 80, immaculate; £1,075.—Croydon 6474. (7644)

**1950** Sunbeam-Talbot 90 convertible coupe, black, 10,000 miles, one owner, spiders green; £1,290. (7644)

**GARAGE SERVICE CO.** Hoop Lane, Golders Green, G.N.W.1. Speedwell 3406. (7425)

**1950** Sunbeam-Talbot 80, small mileage, one owner; £1,100.—Leatherhead Garage, Church St., Leatherhead 5045. (7469)

**1947** sports saloon, 10hp, radio, Fram, covers, immaculate, 7,700; private—49, Warwick Rd., New Barnet, Herts., Barnet 6496. (7478)

**1947** Sunbeam-Talbot 2-litre sports tourer, radio, heater, chromed windstone horns, etc., in excellent condition throughout; price 695.—OCTON 8814, Tel. 347, Hollinswood 1425 and 1567. (7610)

**1950** Sunbeam-Talbot 80 saloon, as new, one owner.—Seymour & Clements, Ltd. 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. (7699)

**1949** model Sunbeam-Talbot 80 saloon, black with fawn leather, H.M.V. radio, carefully maintained, most attractive; £1,075.—Stratford, Ltd., 40, Beakley St., W.1. (Mayfair 4824). (7099)

**1950** Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner low upbony, £1,175.—Queen St., Malden (Surrey) 42, Queen St., Maldenhead, Tel. Maldenhead 5431-2. (5851)

## SUNBEAM-TALBOT

**1951** Sunbeam-Talbot 2½-litre saloon, grey, 12,000 miles, immaculate condition; because convenient free on 3.11.51; £1,250.—Apply, Isaac, Coedmor, Aberystwyth. (6856)

**1950** series—Sunbeam-Talbot 90, November, 1949, 2-litre, sports saloon, sunmetal, sliding head, grey leather, radio, small mileage, exceptional condition; price £1,150.—Surrey, 1940, 2-litre

**5-45** four-door drop head coupe, sunmetal, grey leather, windstone horns, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (7410)

**1950** (September) Sunbeam-Talbot 90 coupe, one owner, genuine mileage 8,000, colour grey, immaculate condition; £1,150.—R. S. Mend (Sales), Ltd., 42, Queen St., Maldenhead, Tel. Maldenhead 5431-2. (5665)

**£595**—Dear but worth it! Sunbeam-Talbot 10hp sports saloon that literally and absolutely looks and performs like a new car. It is recently sold for £575. Please see this, it is absolutely as described; three months' guarantee, hire purchase, exchanges. L. High Rd., Finchley, N.12. Fin. 6221. (6904)

**CAMDEN MOTORS**—Sunbeam-Talbot saloon, 1940, of that rare and highly priced 2-litre 14hp model, manufactured as a prototype of the 1947 series; hence identical in every respect, especially recommended for its really excellent performance, excellent tyre, repeatable opportunity at £595.

**C** saloon, 1950, attractive silver grey finish with interior to match, extensive overhaul and servicing of CHOICE of two others at the same price both fitted

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, late 1939, rather a special car, late property of gentleman of considerable affluence with other cars in daily use and own private chauffeur/medic, lot recorded, £9,210; this car had only occasional use and is in genuinely original condition, £995.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp saloon, 1949, satin bronze, superb specimen, £995.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1947, one of the finest conditioned 1947 cars we have handled, immaculate black finish with maroon leather interior, mechanical order in a class of its own, £795.

**C** Beds. "Phone 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from the part of the country; showrooms open till 7 p.m. Monday/Saturday. 7274

## Sunbeam-Talbot Cars Wanted

**R. ROOTES**—

**DISTRIBUTORS**—

**REQUIRE** modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411).

**MANCHESTER**—129, Deansgate (Blackfriars 6677).

**MAIDSTONE**—(Maidstone 3335.)

**CANTERBURY**—(Canterbury 3252.)

**ROCHESTER**—(Chatham 2251.)

**WROTHAM Heath**—(Borough Green 4.)

**ROOTES Ltd.** Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0111)

**ROWLAND SMITH'S** the Sunbeam-Talbot buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0990)

**CASH** immediately for good Sunbeam-Talbot—H. F. Edwards, 200, Gt. Portland St., W.1. Ladbroke 0012. (7247)

**A** Lmost new Sunbeam-Talbot required; cash payment—Morley, 54, Streatham Hill, S.W.3. Tulse Hill 4468. (0950)

**CASH** buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Battens, Lond. S. Southport, Tel. 2268. (0002)

**URGENTLY** required, 1950 Sunbeam-Talbot 90 saloon.—Olsons Sports Cars (Christchurch), Ltd., Lymington Rd., Christchurch, Tel. 1681. (7661)

**PHOENIX MOTOR CO. (SURREY), Ltd.** urgently require Sunbeam-Talbots.—Phoenix House, High St., Sutton, Surrey, Vigilant 1121 (5 lines). (7350)

**C** Rippes of Nottingham, urgently require all recent model cars, Sunbeam-Talbot, 800 cc. and Co., Ltd. The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 45381. (0462)

**BIRMINGHAM** and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Icon St., Birmingham 1039. (0399)

## Sunbeam-Talbot Spares and Service

**CROYDON**—Local service promotes satisfaction; C bring your Sunbeam-Talbot car to us for regular servicing; main agents for the Modern Group—Smith Auto Co., Ltd., 145, London Rd., Croydon, Tel. Croydon 4632-3. (0699)

## TALBOT

**105** Talbot 4-seater sports, very good runner; £155; choice of two. (7746)

**PARADE MOTORS (MITCHELL), Ltd.** 66-67, Mincham Parade, Mitcham, Tel. 3392. (5912)

**TALBOT 15hp** saloon, first registered April, 1952, radio and heater; £525.—Campbell, Sympson, Wembley G262. (6204)

**WOMLEY WHITE & CO., Ltd.** offer 1952 Talbot 10 saloon, reconditioned in satin silver grey with grey leather upholstery, carefully used and in very good condition; £225.—Austin House, Caversham 2077/8. (7746)

## Talbot Cars Wanted

**ROWLAND SMITH'S** the Talbot buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0990)

**CAR MART, Ltd.**—

**1950** (Nov.) Triumph Mayflower saloon, heater, 3,000 miles; £1,065. (6925)

**1947** Triumph 1800 Roadster, 16,000 miles; £925. (6925)

**1950** Triumph 2000 Renown saloon, heater, 5,000 miles; £1,375. (6925)

**1949** Triumph 2000 Roadster, 17,000 miles; £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1312. (7575)

**NEWNAMS, Ltd.**—

**1950** Triumph Renown saloon, black, with beige, most carefully used. (4362)

**1938** NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.8. Riverside 4646. (4362)

**JACK ROSE, Ltd.** offer—

**1948** Triumph Roadster, a beautiful car in black with plum red hide upholstery, tyres, paintwork, hood, etc., excellent; accept £865.—Jack Rose, Ltd., 84, St. Andrews, Surrey, Wallington 6677-8. (7461)

**RUSSELL MOTORS** offer—

**1950** Triumph Renown, 12,000 miles, comet blue, exceptional car. (7116)

**THE** above car subject to any trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.** 47, Gt. Gt. St., W.1. Tel. Sloan 9298. (7116)

**B. J. HUNTER, Ltd.** offer—

**1948** Triumph 1800 saloon, showroom condition throughout; £1,025. (4994)

**B. N.W. 2** Gladstones 6305. (4994)

**H. A. SAUNDERS, Ltd.** offer—

**1950** Triumph Renown saloon, grey with grey upholstery; 10,000 miles, £1,290. (6996)

**836** High Rd., N.12. Ladbroke 0024. (6996)

**GUY SALMON AUTOMOBILES, Ltd.** offer—

**1949** Triumph 2000 Roadster, genuine 16,000 miles, one owner, a superb example; £1,025.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (7677)

**SIMPSON'S MOTORS** (Tel. Wembley 8691 or 3903) offer—

**1947** Triumph Roadster, radio, heater, seat covers; £700 (full list see "American Cars")—Simpson's Motors (Wembley), Ltd. (0673)

**1947** Triumph Roadster, 22,000 miles only, fitted radio, 6745. (7677)

**BROADWAY MOTORS**, 16-18, Broadway, Beesley, Heath Tel. Beesleyheath 3591. (7677)

**GORDON CARS (LONDON), Ltd.**—1950 Triumph Renown saloon; £1,275. (6999)

**GORDON CARS (LONDON), Ltd.**—1950 Triumph G. Mayflower saloon; £1,125. (6999)

**GORDON CARS (LONDON), Ltd.**—1949 Triumph 2000 G. Mayflower saloon; £1,175. (6999)

**GORDON CARS (LONDON), Ltd.**—1948 Triumph 1600 Roadster; £865. (7595)

**GORDON HOUSE**, 375, Euston Rd., London, N.W.1. Euston 6611. (7595)

**1949** (Mch.) Triumph 2000 sal. grey, grey leather, ex. cond., 20,000 miles, fitted radio. (6999)

**1949** (Feb.) Triumph 2000 Roadster, green, red leather, 20,000 miles, 2000 miles. (6999)

**TICKFORD, Ltd.** & Upper St. Martin's Lane, W.C.2. Temple Bar 3336. (6999)

**1950** Triumph Renown, low mileage, chauffeur—kept, immaculate condition; £1,350.—Below. (3413)

**1950** Triumph Mayflower, 5,000 miles, immaculate condition; £985.—Bishop Marcus, Ltd. 53, Sloane St., S.W.1. Tel. Sloane 5557/6970. (3413)

**1949** Triumph 2000 Renown, colour black, grey leather, taxed year, excellent condition; £1,102. (6883)

**P. PARSONS & PARSONS (GARAGES), Ltd.** Potter St., Harlow, Essex. Tel. 121. (6883)

**TRIMPHUR** Roadster 2000, black, immaculate, every refinement, £1,150; tourist owner—Wallington 2055, after 7 p.m. (6669)

**1948** Triumph 1600 Roadster, 24,000 miles, in beautiful condition, £550, private sale. Ring Wordsworth 6194. (7501)

**1950** Triumph Mayflower, black, 7,000 miles; £1,020.—A. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. (7068)

**JAN.** 1949, Triumph 1600 saloon, black; £1,035; ex. change considered.—"Lingwood", Upper Beesley Ave., Beesleyheath, Tel. 68831. (5331)

**1950** (June) Triumph Renown saloon, grey, 15,000 miles, perfect condition; £1,225. Apply, Isaac, Coedmor, Aberystwyth. (6605)

**1949** Triumph 2000 sal. metallic grey, H.M.V. radio, htr., 8,000 miles; £1,275.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. (7068)

**1950** Triumph Renown saloon, maroon leather upholstery, tailored loose covers, 6,000 miles, ex. cond., £1,260; big purchase and exchange savings. (5966)

**GOLLY'S GARAGE**, Earls Court Rd., S.W.5. Pto. C 0063. (5966)

**1950** (Oct.) Triumph Renown saloon, Alice blue, grey leather, heater, mileage 14,000, absolutely as new; £1,195.—John Trigg, Ltd., Esher 137. (7756)

**1950** Triumph Renown 15,000 miles, as new; £1,275.—Croydon & Cars (London), Ltd., 317, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (7137)

**1950** (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer, 6,400, immaculate condition; £1,375. (7137)

**JOHN CAMPBELL MOTORS**, 415, Holborn Rd., N.1. North 4441. (6886)

\_\_\_\_\_



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1946** Vauxhall 14 J saloon, black, leather interior, one owner, perfectly maintained; £250.  
**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway N.W.2, Glia. 2234. (1954)

**2799** Vauxhall 14 de luxe saloon, excellent condition—Autoplane, 5, Balham High Rd. Balham 1509. (1955)

**1938** Vauxhall 14 touring saloon; £275.—Crown Garage, Albany St. (adj. Barracks), N.W.1, Tel. Euston 6507 and 1520. (1952)

**1946** Vauxhall 14 4-type saloon (choice 2), show-lure bargain; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725 35. (1955)

**1946** Vauxhall 14 saloon, car owner; £625; terms, exchangers.—William Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3200/3765. (1957)

**1947** Vauxhall 14 saloon, car owner; £670.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (1951)

**VAUXHALL 14** de luxe saloon, black, brown hide, all original condition, mechanically quiet and very sweet running, exceptional model for the year 1937; £385.  
**TIMMS MOTORS**, Colindale Rd., Upper Richmond (S.W.15), Tel. Putney 3505. (1952)

**GORDON WHITE & CO.**, offer 1948 Vauxhall 14 saloon, big with brown leather, fitted heater, 25,000 miles; £775.—Austin House, Gerrards Cross 2077-4. (1949)

**1939** Vauxhall 14 saloon, black with brown interior, excellent condition; £495.—Garratt & Motors, 222 Fove St., Edmonstone, N.9. Tel. Croydon 4162. (1971)

**1937** 4-seater coupe, new tyres, battery, reconditioned engine, best suspension, showroom condition; £535.—G.I. Gledwood Gardens, Hayes (Middlex.) 0675. (1952)

**1945** Vauxhall 14 de luxe saloon, black with brown leather upholstery, one owner, genuine 45,000 miles, terms, exchangers; £5. Hail, Ltd., 302, Kingsway, Riverside 2861. (1954)

**1938** Vauxhall 14hp drop head coupe, finished metallic grey with brown hide upholstery, maintained and serviced by ex-Joint fitted with new hood, a very nice car in first-class condition; £450.  
**R. COBBINS**, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 6201. (1951)

**CAMDEN MOTORS**—Vauxhall 14hp touring saloon, July, 1937, 4-door, de luxe 5-seater saloon with built-in rear bench, general condition quite remarkable for a pre-war car, one change of ownership only (Oct. 1939), cawcaw original and devoid of blemish, interior leather and trimming in particularly nice order, engine and chassis maintained by main Vauxhall distributors since new, who fitted reconditioned engine and gear box, new suspension, etc., last November, the whole car being in very outstanding mechanical order, tyres battery and all accessories in tip-top condition, one of the most genuine pre-war Vauxhalls we have handled; £395.  
**CAMDEN MOTORS**, Vauxhall 14hp touring saloon, 1935, quite a nice car, good black finish, very economical engine.  
**CAMDEN MOTORS**—Vauxhall 14 5-seater saloon, the popular D.X. model, 1937, an excellent runner, in new first-class condition, unimpaired value at £295.  
**CAMDEN MOTORS**—Vauxhall 14hp saloon, 1935, maroon with red leather recent £120 overhaul and engine and rear axle, car reworked throughout, specially recommended; £395.  
**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchaser from any part of the country; showrooms open till 7 p.m. Monday/Saturday. (1974)

**VAUXHALL WYVERN & VELOX**  
**CAR MART, Ltd.**  
**1950** Vauxhall Velox saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. (1976)

**PRIDE & CLARKE, Ltd.**  
**1925** Vauxhall Wyvern saloon, black/brown, 19,000 miles, 12,000 miles, one owner, as new, three months guarantee, terms, exchangers; £145.—well Rd., S.W.9. Brixton 6251. (1936)

**J. HUNTER, Ltd.**, offer:—  
**1949** Vauxhall Wyvern saloon, definitely unimpaired.  
**J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (1979)

**HAROLD RADFORD & Co., Ltd.**  
**1949** (September) Vauxhall Velox saloon, colour grey, one-owner, running 9,757 miles, one owner, in excellent condition throughout.  
**HAROLD RADFORD & Co., Ltd.**, 18, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1970)

**H. A. SAUNDERS, Ltd.**, offer:—  
**1950** Vauxhall Wyvern saloon, grey with brown interior, heater, etc. 7,000 miles; £1,085.  
**1950** Vauxhall Velox saloon, grey with red upholstery, radio, heater, etc. 8,000 miles; £1,125.  
**826** 842, High Rd., N.12, Hillside 0024. (1954)

**CLANFIELD LAWRENCE**, offer:—  
**1949** Vauxhall Velox saloon, black, brown leather, one owner, 23,000 miles, superlative; £985.—407, High Rd., N.12. Finchley 0081. (1955)

**WARWICK WRIGHT, Ltd.**, offer:—  
**1950** Vauxhall Velox saloon, black, brown leather, 6,000 miles.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9701. (1975)

**MCKINNON MOTORS, Ltd.**, offer:—  
**1950** (Sept.) Vauxhall Wyvern saloon, bluish grey, leather to match, 1,600 miles only, one owner, a brand new car; £1,295; six months guarantee; trade enquiries welcomed.  
**MCKINNON MOTORS, Ltd.**, "Langham House", 5, St. Andrew Rd., Wallington, Surrey. Established 1902. Tel. Wallington 5404. (1965)

**1950** Vauxhall Velox, finished in blue, radio, heater, immaculate; £1,025.  
**AGRES AUTOS, Ltd.**, 136, Streatham Hill, S.W.2. Tel. Tulse Hill 1968. (1972)

**1949** Vauxhall Velox saloon, fitted radio, heater, 10,000 miles; £895.  
**MAVFAIR CARRIAGE CO., Ltd.**, The Hyde, Edgware Rd., N.W.2. Col. 908. (1959)

**VAUXHALL WYVERN**, Oct. 1950, 7,000 miles, radio, heater, as new; £1,000.—Box 6704. (1965)

**1950** Vauxhall Wyvern saloon, perfect condition, leather upholstery, fitted radio; £1,095, being.  
**VAUXHALL WYVERN**, blue cloth upholstery, presented by cover; £850.  
**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234. (1947)

**1950** Vauxhall Velox saloon, finished black, with brown leather upholstery, heater, radio, 15,000 miles, one owner.  
**SHAW MOTORS, Ltd.**, 666-678, Garratt Lane, London S.W.17. Western 2512. (1954)

**300** miles only—1950 Vauxhall Wyvern saloon, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5566. (1959)

**1951** series Vauxhall Wyvern saloon, 200 miles—Green & Zonia, Ltd., 246-252, Deansgate, Manchester. Tel. Deansgate 3323-6. (1971)

**1950** Vauxhall Wyvern, exceptional condition; £955.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (1971)

**NOV.** '50, Vauxhall Velox, 12,000 miles, radio, heater, as new; £965.—Blue Star Garage, Ltd., 364, Kensington High St., W.14. Western 9551. (1961)

**2000** miles—1950 Vauxhall Velox saloon, radio and heater—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5566. (1959)

**1949** Vauxhall Velox saloon, grey/beige leather, nominal mileage, fitted radio and heater.  
**1285**—L. F. Dwyer, Ltd., Guildford Rd., Woking, Tel. 1590. (1952)

**1949** Wyvern saloon, black/fawn, heater, moderate mileage, one owner, immaculate; £965.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. (1951)

**1950** (November) Vauxhall Velox, black, brown leather, 10,000 miles; £1,055.—Vandervell (Exporters of Good Used Cars), 215, Haverstock Hill, N.W.1. Primrose 4441. (1952)

**1949** Velox, black, brown leather, radio, heater; £975; part exchanges, deferred terms, written guarantee, Chain Garages, Ltd., Hanger Lane, Western Avenue, Ealing, W.5. Per. 4404-5. (1969)

**1949** Vauxhall Velox saloon, black with brown interior, heater, radio, low lamp, first road, 1/12-48, carefully used, perfect condition; £925; any good post-war car considered in exchange.—Herbert Robinson, Ltd., Cambridgeshire, Tel. 4461. (1952)

**1950** Vauxhall 20hp de luxe saloon, heater, 12,000 miles, excellent engine, another Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (1965)

**1937** Vauxhall 25, good mechanical order; £375.  
**KING'S AUTOS**, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open weekdays 9 a.m. to 7 p.m. (1946)

**A & S** Limousine 1958 Grosvenor, partition, folding top, leather, heater, low lamp, first road, L.P.E. & SAUNDERS (100-Limousines) Providence A Court, North Audley Street, Mayfair-2941. (1969)

**VAUXHALL MISCELLANEOUS**  
**SHAW & KILBURN, Ltd.**, for Vauxhalls.  
**It is important that the car you purchase is in excellent condition throughout.**  
**SELECTION of such modern Vauxhalls at**  
**6, Berkeley Sq., W.1. Grosvenor 4328. (1907)**

**HAMILTON MOTORS (LONDON)**, Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines) Vauxhall 20hp saloon, black, brown leather upholstery, interior very clean, body condition very good, fitted heater and low lamp; £250.  
**1938** Vauxhall J type 14hp, black, brown leather upholstery, spot lamp and radio fitted, low lamp, tyres good all round; £750.  
**1940** (March) Vauxhall 12hp black, blue leather upholstery, heater, low lamp, first road, 6,000 miles, mechanically sound and roadworthy, 4 new tyres, body condition good; £475.  
**L.H.V.** a good selection of used Vauxhalls in stock; A.H.M. will purchase for cash all Vauxhalls cars, including latest models.  
**VAUXHALL**, and other makes of used cars in good condition; let us know of your requirements. Tel. Oxbridge 752.—Gregory's, 4, Oxbridge Road, W.1. (1969)

**GRAHAM BROTHERS (MOTORS)**, Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9867), always have a fine selection of post-war Vauxhall models ready for sale; full warranty; 300 inspection invited. (1963)

**Vauxhall Cars Wanted**  
**CAR MART, Ltd.**, wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. (1975)

**SHAW & KILBURN, Ltd.**, Vauxhall main dealers.  
**WILL** purchase modern Vauxhall cars.  
**6 Berkeley Sq., W.1. Grosvenor 4328. (1903)**

**LAPOSTOL** new Vauxhall required; cash payment.  
**44 Morley St., Streatham Hill, S.W.2. Tulse Hill 4488. (1964)**

**VAUXHALL CARS WANTED**  
**ROWLAND SMITH & Co.**, the Vauxhall buyers—Hampstead High St. (Vampstead Tube), Ham. 0041. (1966)

**VELOX** and cash wanted for Rover P4.—Knowles, Puddock Row, Boars Hill, Oxford. (1971)

**VAUXHALL 14** in good condition wanted.—32, Brooklands Drive, Hford, Essex. Tel. Valentine 2096. (1967)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., require Vauxhalls (1937 onwards)—Wembley 991/9905.  
**8 new, post-war Vauxhall car required.—Fortnes, 5, A Bree Court, Kingston Hill, Surrey. Tulse Hill 2768 (1947).** (1975)

**ALINGTON MOTOR Co., Ltd.**, main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. (1961)

**CASH** buyers of low-mileage Wyvern and Velox Vauxhalls, distance to object.—Barnham, Lord St., Southampton, Tel. 2268. (1965)

**MODERN low-mileage Vauxhall 10, 12 and 14hp cars** urgently wanted; write or object.—Barnham, Lord St., Southampton, Tel. 2268. (1965)

**URGENTLY** required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Cash write or telephone 0222. (1969)

**WANTED**, 21 Vauxhall, 1946 model, which has not covered more than 30,000 miles, in really good condition; inspection at Kenwick, price £600.—Claude Burton, Spoonergreen, Kenwick, Leicestershire, 1167. (1962)

**BROADWAY MOTOR Co.** want the best Vauxhalls! Owners of low-mileage post-war models and of really pre-war cars and commercial sales Dept. at 1167, Russell Rd., Wimbledon, S.W.19. Liberty 2494. (1962)

**Vauxhall Spares and Service**  
**TRIANON**—Established over 30 years, the firm with a reputation for reliability and quality workmanship, offer the unsurpassed services on Vauxhall cars and vans.  
**TRIANON**—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.  
**TRIANON**—Differential units exchange service on all Vauxhall cars and vans.  
**TRIANON**—Gear boxes, reconditioned units on ex-manufacturers' stock, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000. (1975)







## NEW AND USED CARAVANS, TRAILERS, ETC.

## SECOND-HAND CARAVANS

THIS week's special bargains.

**1948** Berkeley Barones luxury 4-berth, completely renovated and in perfect condition throughout, fitted carpet, cost about £1,200; unreplicable bargain at £595.

**1950** Berkeley Courier, fully equipped for living; £595.

**1951** Berkeley Courier de luxe, as new in every way; £630.

**1951** Macon investor, slightly used, fully equipped as a home, £475.

**A** LEO several late 1951 demonstration models of 20ft and 25ft living caravans at greatly reduced prices; come and inspect our full range of 1952 models including Berkeley, Penarth, Fairbairn, Bailey, Sprite, Lyndhurst, Purnacott, Countess, Marston and many others.

**C**HRISTIANES CARAVANS, Harport End, Preston, Lancs. Tel. Butterwick 203. (1952)

## CARAVANS FOR HIRE

**S**OUTH CROFT, 4-berth caravans, three localities, s.a.e.—Tegau, Trevelia, Frook, Thuro. (1974)

**M**OBILE 1951-52 caravans for hire, large choice, up to six berths.—Sparrow, Framley, Goscar, Dunmore. Tel. 7. (1897)

**S**UPERB self-drive motor caravan for hire, every requirement for a happy go-as-you-please holiday. Tel. New Cross 192 (London). (1953)

**H**IGH-CLASS mobile caravan hire fleet, latest models, specialized service.—Stroh, Pendover House, Westfield Rd., Bishop's Cleeve, Tel. 301. (1917)

**D**E LUXE hire fleet for touring, reasonable rates.—Kent Caravan Distributors, Longmoor Works, Huddersfield, Herts. Bay. Tel. 1900 or 1284. (1235)

**E**LMHURST and Birchington-on-Sea, two of Britain's finest caravan sites.—London Caravan Co., Ltd., Harport, By-pass, Eltham (1165 and 1364) and "Court Mount," Canterbury Rd., Birchington-on-Sea, Thanet, 41057. (1035)

**Y**OU cannot see Elmhurst Caravan Park until you get there, quiet seclusion, trees, a cornfield and the sea; sites vacant, towing; s.a.e. quotes; modern amenities, three vans for sale.—Moore, Elmhurst, Eastchurch Cliff, Isle of Sheppey. (1500)

**K**ENT, Herne Bay, Whitstable, Seasalter, Ramsgate, Margate, Deal, Folkestone, Ashford, Canterbury, Canterbury, for purchasers of our caravans; any make supplied.—Kent Caravan Distributors, Longmoor Works, Huddersfield, Herts. Bay. Tel. 1900 or 1284. (1235)

**W**ORTH caravan and trailer chassis under-rears, coupling, jacks, jockey wheels and all component parts written for by J. Terry Wadsworth & Son, Ltd., Rippenden, Yorkshire. (1095)

## CARAVAN EQUIPMENT

**W**ORTH caravan and trailer chassis under-rears, coupling, jacks, jockey wheels and all component parts written for by J. Terry Wadsworth & Son, Ltd., Rippenden, Yorkshire. (1095)

**H**OLDER-GRAISLEY caravan chassis, axles, ball coupling, locker wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Walworth Road, South York, Walsingham, 1041.

**W**INDOWS lightweight frames in polished alloy, strong, durable and smart finish, all sizes fixed and opening; requires to manufacturers.—The British Steel Frame Co., Ltd., 135, Cambridge Heath Rd., London, E.2. (1048)

**C**AR makers approve Winter towing brackets.—Winter, 134, Foregate St., Chester. (1057)

**TRAILERS**

**P**RATT trailers, 3- to 6-wheeled carrying capacity for touring, camping, farming, boats etc.—Pratt Engineering Co., Northampton, Yorks. (1947)

**L**ONDON stockists for Brookhouse and Thacker trailers for private and commercial purposes, delivery from stock; trailers available for hire.—Jarvis & Sons Ltd., Morris House, Maiden Rd., S.W.15 Liberty 2221. (1016)

**C**ARAVAN JOURNALS

**I**f as a motorist you value "The Autocar," then as a caravaner you will value "The Caravanist," for 19 years the guide and friend of caravaners, old hands and novices; the original and biggest caravan magazine, expert and enjoyable, 3d monthly from your newsagent or by post 12s a year from—A.C. Burt, Publisher, Caravan Publications, Link House, 24 Store St., London, W.C.1. (1053)

## NEW CARS FOR SALE

## A.C.

**A**UTOWORK (WINCHESTER), Ltd.—Winchester main Hampshire distributors for A.C. cars; reasonable delivery. (1902)

## ALLARD

**A**RTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 2-14, Meard St., Soho, W.1. (1948)

## ALLARD

**L**AMIN distributors for all Allard models. (1948)

**P**HONE or write for details or demonstration. (1950)

**F**ULL particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-26, Clapham High St., London, S.W.4. Tel. Macaulay 321. (1903)

## ALVIS

**S**COTLAND, ALVIS sales, spares and service. (1952)

**J**AMES H. GALT, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3, Tel. Douglas 7508. (1975)

**C**HARLES FOLLETT, Ltd.—Alvis repair specialists. (1952)

**O**FFICIAL Alvis spare parts stockists. (1952)

**T**RACE supplied. (1952)

**S**ERVICE: Barnsdale Yard, off Elgin Avenue, W.9, Tel. Cunningham 5956-7-8. (1907)

**M**ANCHESTER—Alvis main agents; sales and service.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Mer., 19, Rus. 2074-5. (1985)

**H**ENLYS, Ltd., 1-5, Peter St., Manchester—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfries 7843. (1963)

**P**ADGE & JOYCE, Ltd., London and district distributors for the new post-war Armstrong Siddeley car, 184-188, Great Portland St., London, W.1. Museum 1201. (1971)

**H**AROLD RADFORD & Co., Ltd., officially appointed Aston Martin retailers—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6442 (3 lines). (1926)

## AUSTIN

**C**AR MART, Ltd., London Austin Distributors. (1951)

**B**REW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Kensington 2468. (1970)

**L**. F. DOVE, Ltd., main dealers and vehicle distributors in Austin and now for the Austin 7.—111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (2915)

## BENTLEY

**C**AR MART, Ltd. (1951)

**O**FFICIAL Retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI, with standard or special coachwork. (1951)

**C**AR MART, Ltd., 520, Euston Rd., N.W.1. Euston 1814. (1951)

**D**AVID ROSEFIELD, Ltd., (1951)

**O**FFICIAL Manchester Bentley and Rolls-Royce retailers. (1951)

**S**HOWROOMS: 76, Deansgate, Manchester. (1951)

**P**HONE: Blackfries 4842. (1951)

**S**ERVICE station: Chesham Hill Rd., (1951)

**M**ANCHESTER & Tel. Blackfries 2302. (1956)

**R**OSE, Ltd., Northampton. (1951)

**O**FFICIAL Bentley retailers. (1951)

**S**HOWROOMS and service. (1951)

**M**AREFAIR, Northampton, Tel. 4540. (1959)

**A**RNOLDS OF MANCHESTER (1959)

**O**FFICIAL Bentley and Rolls-Royce retailers. (1959)

**S**HOWROOM sales and service. (1959)

**D**EMONSTRATION car available. (1959)

**W**ILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 13, Tel. Ardwick 3561. (1957)

## BENTLEY

**J**ACK OLDING, of Motorists, the official retailers, will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application.—Audley House, North Audley St., W.1. Mayfair 5342. (1917)

**R**IPPOBROS, Ltd., the largest Bentley and Rolls-Royce distributors in the country, Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1911.—Rippon Bros., Ltd., Huddersfield, 6340. (1949)

## BOND MINICAR

**R**AYMOND WAY, of Kilburn. (1912)

**R**AYMOND WAY, The Bond Distributors. (1912)

**1952** Bonds for early delivery, special service department. Particularly for Bond under Bond-trained service manager; spares for all models. (1952)

**P**LEASE advise all Bond enthusiasts; apply for demonstration to our new Post-War Car Department.—Kilburn Bridge, N.W.6. Maina Vale 6044 (20 lines). (1930)

**B**OND Minicar distributors. Immediate delivery of new and used models, cars or motor cycles exchanged; terms.—Stockwell Rd., S.W.9. Brixton 6251. (1912)

**O**XHAMPS OF BLACKPOOL, Bond Minicar main agents, early delivery; send for details.—White-sale Drive, Blackpool, Tel. Marton 7192. (1952)

**C**ENTRAL GARAGE (CROYDON), Ltd., distributors of Bond Minicars for Surrey, Sussex and Kent; can offer early delivery of these remarkable light cars, full service and spare facilities available.—Central Garage (Croydon), Ltd., Foll Rd., Croydon, Surrey, Croydon 6474. (1941)

**C**LAUDE RYE, Ltd., have the 1952 Bond Minicar in stock for immediate delivery, choice of colours, terms 12 months. Pay deposit and drive away! Don't wait for the spring, make sure of one of these now.—Write for catalogue and details.—285-321, Fulham Rd., London, S.W.6. Renown 6174. (1975)

## BRISTOL

**A**FFICIAL Bristol retailers. (1951)

**A**LCORN works, London Rd., Isleworth, Tel. Hounslow 1011. (1947)

**A**RNOLDS OF MANCHESTER. (1951)

**D**ISTRIBUTORS of Bristol cars. (1951)

**S**PARES, sales and service. (1951)

**D**EMONSTRATION car available. (1951)

**W**ILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 13, Tel. Ardwick 3561. (1957)

**K**EVILL DAVIES & MARCH, Ltd. (1951)

**O**FFICIAL Bristol retailers. (1951)

**41-42**, Hay's Megs Berkeley Sq., W.1. Oro 2563. (1925)

**S**COTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3, Tel. Douglas 7508. (1975)

**A**NTHONY CROOK, Ltd., sales and service, all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caledonian Hill, Surrey, Tel. 2232-3. (1954)

**B**UICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

**C**ORDON GARAGE (NORTH), Ltd., Delov distributors for London and South-Eastern Counties, sales and service and repairs.—355, East Dulwich Rd., London, S.E.22. New Cross 2432. (1910)

**F**ORD

**A**RTHUR E. GOULD, Ltd., main Ford dealers, sales, Regent St., W.1 and 1-14, Meard St., Soho, W.1. (1948)

**W**C.I. Museum, 6973. (1948)

**N**. H. PEACOCK, Ltd., main Ford dealers—Sales and service, coachbuilding, 219-221, Balham High Rd., S.W.17. Balham 4501 (5 lines). 104 Poved Rd., Folkestone. Folkestone 51222 (2 lines). (1939)

**R**QUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Mile Milla and drop head, coupe models should be addressed to A.F.N. Ltd., Hounslow 6011. (1947)

**I**N stock for immediate delivery, brand new 1952 model 3-4 litre Healey 3-door Tickford saloon, colour grey, red leather upholstery, white paint. (1952)

**J**. S. TEL. DEANZIE 4735. (1914)

**1952** Healey with Tickford sports saloon, body, maroon and beige trim, for quick delivery. (1952)

**F**ULL details: Northampton Motor Services, Ltd., Northampton, Tel. 2162. (1936)

**H**AROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6442 (5 lines). (1926)

**H**UMBER

**B**ARNET area—Humber main dealers.—Hadley Green Garage, Ltd., 236-204, High St., Tel. Humber 9551, 10412

**P**OR delivery March/April, new Humber Pullman chassis fitted de luxe Tickford estate body. (1952)

**Q**UINES—Tickford, Ltd., 8, Upper St. Martin's Lane, W.2, Temple Bar 3334. (1972)

**J**AGUAR

**H**ENLYS, Ltd. (1951)

**P**OLAND'S largest Jaguar distributors. (1951)

**D**EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). (1951)

**H**ENLYS House, 555, Euston Rd., N.W.1. (Euston 4444). (1951)

**M**ANCHESTER: 1-5, Peter St. (Blackfries 7843). (1951)

**C**OMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service. (1951)

**A**IN agents for South-West Surrey—St. Catherine's, 61a, St. Guildford 6267-3. (1944)

**J**OWETT

**H**M

**B**ENTLEY & PARTNERS, Ltd. (1951)

**J**AVELIN, Jupiter and Bradford main agents. (1951)

**S**PECIALISED sales, service and spares available. (1951)

**A**lthamale St., London, W.1. Tel. Grosvenor 5551. (1951)

**S**paces and Service, 555, Euston Rd., N.W.1. (Euston 4444). (1951)

**J**OWETT Sales and Service. (1951)

**C**LARK'S OF PIRBRIGHT, automobile engineers.—Pirbright, Surrey, Tel. Brookwood 2201-2-3, 10799

**A**RNOLDS OF MANCHESTER. (1951)

**A**IN agents for Jowett Javelin cars and Bradford vans. (1951)

**S**PARES, sales and service. (1951)

**D**EMONSTRATION car available. (1951)

**W**ILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 13, Tel. Ardwick 3561. (1957)

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6442 (5 lines). (1926)

**C**ODON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (1951)

**J**OWETT—East Surrey's leading agents for Javelin and Bradford vans.—Carr Road, High St., Purley, London 4212. (1975)

## NEW CARS FOR SALE

## JOWETT

**K**INGSTON-THAMES main agents for Jewett, Javelin and Bradford vans. G. W. Wilkin, Ltd., 10, Victoria Park, Kingston 224.

**J**EWETT main agents for Manchester, Sax-Jeffries, Ltd. 32, Wilmshurst Rd., Didbury, Manchester 12, Tel. 3446. Also in London.

**W**IMBUSH & Co., Ltd. Headford Place, S.W.1, offer complete service and spares for Bradfords and Javelins—Service, Sloane 0151, Sale Abbey 6590. (0167)

**R** and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tel. 224 1111.

**D**UNBUBRO Complete Jewett, Javelin and Bradford commercial vehicle service; full stock of spares; factory trained personnel.—Eastern Motor Co., Ltd. 10, Newchurch Rd., Weymouth. (0303)

**KAISER-FRAZER**  
KAISER-FRAZER concessionaires for Great Britain:  
Sales, service, corps diplomatique and U.S. Service  
personnel supplied direct from U.S.A.—Steele Griffiths,  
Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6.

**LAGONDA** (0309)  
H. W. MOTORS, Ltd.  
DISTRIBUTORS for Lagonda cars; orders accepted for  
early delivery.  
H. W. MOTORS, Ltd., Walton-on-Thames, 783 & 1437, [6869]  
HAROLD RADFORD & Co., Ltd.,  
OFFICIALLY appointed Lagonda retailers.

SALES and service of Melton Court, Kensington, London, S.W.7. Kensington 6642 (5 lines). (0285)  
**WHEELERS (NEWBURY), Ltd.** (10570)  
 Importers of GARCIA and Aston Martin cars for  
 agents for Ascoda and Aston Martin cars. (0159)  
 London Rd., Dorking, Surrey.  
**WHEELERS (NEWBURY), Ltd.**  
 LEA-FRANCIS distributors for Berks, parts of Hampshire  
 and Wiltshire, sales, service and spares.  
**WHEELERS (NEWBURY), Ltd.** The Broadway, Newbury,  
 Berks. Tel. 1020.  
**WHELFORD, Giamorganshire, Monmouthshire distributors**  
 of cars and light vans. Tel. 1020.  
**WILMANFIELD LAWRENCE, 2-10, City Rd., Cardiff.**  
 Tel. 312.  
**WILSON, J. R.** Yorkshire distributors of Lea-Francis cars, vans,  
 and motorcycles. (Halifax), Ltd., King's Cross Rd., Halifax.  
**C. ALEXANDER, Ltd.**, main distributors in the North for the Lea-Francis products. -190, Deptford Rd., Deptford, London, S.E.8. (0045)  
**LEA-FRANCIS - Birmingham and Midlands distributors**  
 of cars and light vans. Tel. 1020.  
**SL, Derrind, 122, Works: 108, Alcester Rd., Moseley, 131.**

**MORGAN**  
**BASIL ROY, Ltd.,** Morgan distributors, orders now accepted.—161, Gt. Portland St., W.1. Latham 7735 [0510]  
**MORGAN Plus Four.**—Full specification on request.—2, Motourists (London), Ltd., Distributing Agents, Gt North Rd. East Finchley Station, N.2. Tudor 2301-2.  
**NASH**  
**NASH** cars spares and repairs through Nash Concessionaires Ltd., only.—Nash St., Albany St., N.W.1. Euston 5553/5. [0562]

**DISTRIBUTORS (RAWLEIGH) Ltd.**—Sales, Service and Spares—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. 10852

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2 Lexington St., W1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Peabridge Villas (nr. Westbourne Grove), W.11. (Bakerway 6626-7.) 10255

MISCELLANEOUS

## CARS FOR HIRE

**VYNCHRO.** self-drive. 1960-51 Vwrens. Veloxs.  
self heaters, radio from 75ms ( $\pm$ 20.6 U.S.). per  
week £11 day hire - Mangel Rd. A16. W.11. 1981  
cashed mileage from 4d (3 cents) per mile. A.R.C.,  
Sutton Garage Ltd., 1. Petersham Mews. S.W.7. West-  
more 4108.

**WIMBLEDON CAR HIRE.**

**S.E.L.F.-D.R.I.V.E.** specialists. 1951 Aston. A40s and 370s  
from £11 day hire - Mangel Rd. A16. W.11. 1981  
1952-1951 "we never closed."

**S.E.L-F-D-R-I-V-E** car hire; no mileage limit.

**C.O.M.P.R.E.H.E.N.S.I.V.E** insurance, inclusive rates.

**K.E.L.V.I.N COT GARAGE LTD.** 40-42 Kensington  
Park Rd. Notting Hill Gate. W.11. Park G427

**M.A.N.C.H.E.S.T.E.R.** - Drive yourself. 1951 saloons: over  
£11 day hire. Tel. 2587.

**U.N.D.E.R.P.R.E.T.** 47, Upper Chorlton Rd., Manchester. 16.  
Tel. 2587.

**L.O.U.I.S.H CAR HIRE.**-A40 Devons. drive yourself -  
Rear 36, Mackenzie St., Tel. Slough 20501. 10132

**D.R.I.V.E** yourself. £35 monthly - Rammed: 365  
miles. Tel. 2587.

**YORKSHIRE.** - Drive Yourself. (Hull). Ld.-1951  
salos at reasonable rates - 352, Alford Rd., Hull.  
Tel. 2587.

**A.B.S.T.I.N** and Morris self-drive or chauffeur-driven  
cars - Chappman's. 12, Coddington Mews. 10466

**S.E.L-F-D-R-I-V-E** hire. Inclusive terms. 1951 salos.  
Smith & Hunter. 376, Kensington High St.. W.14  
Tel. 2587.

**L.O.N.T.A.X.** Vw 771-2 the private chauffeur-driven  
car hire service; London's lowest rates - Dolphin  
Garage. Tel. 2587.

**U.N.L.I.M.I.T.E.D** mileage. Scott Cars. 547, Finchley Rd.  
N.W.7 self-drive hire post-war cars. Tel. 1000

**H.A.R.O.L.D R. HILLS GARAGE.** - (Garage accommoda-  
tion service, high-class car hire.) Enfield. 1000

## MISCELLANEOUS ADVERTISEMENTS

**RAYMOND WAY.**  
RAYMOND WAY, of Kilburn.  
RAYMOND WAY, the exchange specialists.  
YOUR car taken as deposit on a motor cycle or motor cycle in part exchange for car. If the value of your vehicle is more than the deposit your require we will gladly refund your cash for the balance.  
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.  
R. Malda Vale 6046, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 125 yards). (0631)

**ROWLAND SMITH** will quote for your car in part exchange; highest allowances for motor cycles and 3-wheelers, particulars and list on request.  
**ROWLAND SMITH** for hire purchase terms; private and confidential; immediate delivery in approved cases, references and guarantors not essential, cash refunded on exchanges; open 8-7 week-days and Saturdays—Rowland Smith, Hampstead, (Hampstead Tn.) Hampstead 6041. (0597)

**RON McKENZIE'S**, Sale, South Manchester, will be pleased to receive particulars of your car in exchange for a modern motor cycle, solo or combination—Ron McKenzie, Sale, Cheshire. Open week-ends. Tel. Sale 1901.

**BALLOON fabric car covers**—erected, approximately 16ft x 12ft, 90/-; 10ft x 12ft, 75/-; 8ft x 12ft, 60/-; 6ft x 12ft, 45/-; 4ft x 12ft, 30/-; 2ft x 12ft, 15/-; 1ft x 12ft, 10/-; 6in x 12ft, 5/-; 3in x 12ft, 2/-; 1 1/2in x 12ft, 1/-; 3/4in x 12ft, 1/-; 1/2in x 12ft, 1/-; 1/4in x 12ft, 1/-; 1/8in x 12ft, 1/-; 1/16in x 12ft, 1/-; 1/32in x 12ft, 1/-; 1/64in x 12ft, 1/-; 1/128in x 12ft, 1/-; 1/256in x 12ft, 1/-; 1/512in x 12ft, 1/-; 1/1024in x 12ft, 1/-; 1/2048in x 12ft, 1/-; 1/4096in x 12ft, 1/-; 1/8192in x 12ft, 1/-; 1/16384in x 12ft, 1/-; 1/32768in x 12ft, 1/-; 1/65536in x 12ft, 1/-; 1/131072in x 12ft, 1/-; 1/262144in x 12ft, 1/-; 1/524288in x 12ft, 1/-; 1/1048576in x 12ft, 1/-; 1/2097152in x 12ft, 1/-; 1/4194304in x 12ft, 1/-; 1/8388608in x 12ft, 1/-; 1/16777216in x 12ft, 1/-; 1/33554432in x 12ft, 1/-; 1/67108864in x 12ft, 1/-; 1/134217728in x 12ft, 1/-; 1/268435456in x 12ft, 1/-; 1/536870912in x 12ft, 1/-; 1/1073741824in x 12ft, 1/-; 1/2147483648in x 12ft, 1/-; 1/4294967296in x 12ft, 1/-; 1/8589934592in x 12ft, 1/-; 1/17179869184in x 12ft, 1/-; 1/34359738368in x 12ft, 1/-; 1/68719476736in x 12ft, 1/-; 1/137438953472in x 12ft, 1/-; 1/274877906944in x 12ft, 1/-; 1/549755813888in x 12ft, 1/-; 1/1099511627776in x 12ft, 1/-; 1/2199023255552in x 12ft, 1/-; 1/4398046511104in x 12ft, 1/-; 1/8796093022208in x 12ft, 1/-; 1/17592186044416in x 12ft, 1/-; 1/35184372088832in x 12ft, 1/-; 1/70368744177664in x 12ft, 1/-; 1/140737488355328in x 12ft, 1/-; 1/281474976710656in x 12ft, 1/-; 1/562949953421312in x 12ft, 1/-; 1/1125899906842624in x 12ft, 1/-; 1/2251799813685248in x 12ft, 1/-; 1/4503599627370496in x 12ft, 1/-; 1/9007199254740992in x 12ft, 1/-; 1/18014398509481984in x 12ft, 1/-; 1/36028797018963968in x 12ft, 1/-; 1/72057594037927936in x 12ft, 1/-; 1/144115188075855872in x 12ft, 1/-; 1/288230376151711744in x 12ft, 1/-; 1/576460752303423488in x 12ft, 1/-; 1/1152921504606846976in x 12ft, 1/-; 1/2305843009213693952in x 12ft, 1/-; 1/4611686018427387904in x 12ft, 1/-; 1/9223372036854775808in x 12ft, 1/-; 1/18446744073709551616in x 12ft, 1/-; 1/36893488147419103232in x 12ft, 1/-; 1/73786976294838206464in x 12ft, 1/-; 1/147573952589676412928in x 12ft, 1/-; 1/295147905179352825856in x 12ft, 1/-; 1/590295810358705651712in x 12ft, 1/-; 1/1180591620717411303424in x 12ft, 1/-; 1/2361183241434822606848in x 12ft, 1/-; 1/4722366482869645213696in x 12ft, 1/-; 1/9444732965739290427392in x 12ft, 1/-; 1/18889465931478580854784in x 12ft, 1/-; 1/37778931862957161709568in x 12ft, 1/-; 1/75557863725914323419136in x 12ft, 1/-; 1/151115727451828646838272in x 12ft, 1/-; 1/302231454903657293676544in x 12ft, 1/-; 1/604462909807314587353088in x 12ft, 1/-; 1/1208925819614629174706176in x 12ft, 1/-; 1/2417851639229258349412352in x 12ft, 1/-; 1/4835703278458516698824704in x 12ft, 1/-; 1/9671406556917033397649408in x 12ft, 1/-; 1/19342813113834066795298816in x 12ft, 1/-; 1/38685626227668133590597632in x 12ft, 1/-; 1/77371252455336267181195264in x 12ft, 1/-; 1/154742504910672534362390528in x 12ft, 1/-; 1/309485009821345068724781056in x 12ft, 1/-; 1/618970019642690137449562112in x 12ft, 1/-; 1/1237940039285380274899242224in x 12ft, 1/-; 1/2475880078570760549798484448in x 12ft, 1/-; 1/4951760157141521099596968896in x 12ft, 1/-; 1/9903520314283042199193937792in x 12ft, 1/-; 1/19807040628566084398387875776in x 12ft, 1/-; 1/39614081257132168796775751552in x 12ft, 1/-; 1/79228162514264337593551503104in x 12ft, 1/-; 1/158456325028528675187103006208in x 12ft, 1/-; 1/316912650057057350374206012416in x 12ft, 1/-; 1/633825300114114700748412024832in x 12ft, 1/-; 1/1267650600228229401496824049664in x 12ft, 1/-; 1/2535301200456458802993648099328in x 12ft, 1/-; 1/5070602400912917605987296199856in x 12ft, 1/-; 1/10141204801825835211974592399712in x 12ft, 1/-; 1/20282409603651670423949184799424in x 12ft, 1/-; 1/40564819207303340847898369598848in x 12ft, 1/-; 1/81129638414606681695796739197696in x 12ft, 1/-; 1/162259276829213363391535478395392in x 12ft, 1/-; 1/324518553658426726783070956790784in x 12ft, 1/-; 1/649037107316853453566141913581568in x 12ft, 1/-; 1/129807421463370690713222387163312in x 12ft, 1/-; 1/259614842926741381426444774326624in x 12ft, 1/-; 1/519229685853482762852889548653248in x 12ft, 1/-; 1/1038459371706965525705779097306496in x 12ft, 1/-; 1/2076918743413931051411558194612992in x 12ft, 1/-; 1/4153837486827862102823116389225984in x 12ft, 1/-; 1/8307674973655724205646232778451968in x 12ft, 1/-; 1/16615349947311448411292465556903936in x 12ft, 1/-; 1/33230699894622896822584931113807872in x 12ft, 1/-; 1/66461399789245793645169862227615744in x 12ft, 1/-; 1/132922799578491587290339724455231488in x 12ft, 1/-; 1/265845599156983174580679448910462816in x 12ft, 1/-; 1/531691198313966349161358897820925332in x 12ft, 1/-; 1/1063382396627932698322717795641850664in x 12ft, 1/-; 1/2126764793255865396645435591283701328in x 12ft, 1/-; 1/4253529586511730793290871182567402656in x 12ft, 1/-; 1/850705917302346158658174236513480512in x 12ft, 1/-; 1/1701411834604692317316348473026801024in x 12ft, 1/-; 1/3402823669209384634632696946053602048in x 12ft, 1/-; 1/6805647338418769269265393892106804096in x 12ft, 1/-; 1/13611294676837538538530787784216081152in x 12ft, 1/-; 1/2722258935367507707706157556843216304in x 12ft, 1/-; 1/5444517870735015415412315113686432608in x 12ft, 1/-; 1/10889035741470030830824630227372865216in x 12ft, 1/-; 1/2177807148294006166164926045474570432in x 12ft, 1/-; 1/4355614296588012332329852090949140864in x 12ft, 1/-; 1/8711228593176024664659704181898281728in x 12ft, 1/-; 1/1742245718635204932931940836379563456in x 12ft, 1/-; 1/34844914372704098658638816727591268928in x 12ft, 1/-; 1/69689828745408197317277633455182537856in x 12ft, 1/-; 1/139379657490816394634553669110365075712in x 12ft, 1/-; 1/278759314981632789269107338220730151424in x 12ft, 1/-; 1/557518629963265578538214676441460302848in x 12ft, 1/-; 1/111503725992653115707642935288292060576in x 12ft, 1/-; 1/223007451985306231415285870576584121152in x 12ft, 1/-; 1/446014903970612462830571741153168242304in x 12ft, 1/-; 1/892029807941224925661143482306336484608in x 12ft, 1/-; 1/1784059615882449851322286864612672969216in x 12ft, 1/-; 1/35681192317648997026445737292253458368in x 12ft, 1/-; 1/71362384635297994052891474584506916736in x 12ft, 1/-; 1/142724769270595988105782949169013833472in x 12ft, 1/-; 1/285449538541191976211565898338027666944in x 12ft, 1/-; 1/570899077082383952423131796676055333888in x 12ft, 1/-; 1/114179815416476790484626359335211067776in x 12ft, 1/-; 1/228359630832953580969252718670422135552in x 12ft, 1/-; 1/456719261665907161938505437340844271104in x 12ft, 1/-; 1/913438523331814323877010874681685422208in x 12ft, 1/-; 1/1826877046663628647754021749363370844416in x 12ft, 1/-; 1/3653754093327257295508043498726741688832in x 12ft, 1/-; 1/7307508186654514591016086997453483377664in x 12ft, 1/-; 1/14615016373309029182032173994906966755328in x 12ft, 1/-; 1/29230032746618058364064347989813933510656in x 12ft, 1/-; 1/58460065493236116728128695979627867021312in x 12ft, 1/-; 1/116920130986472233456257391959255734042624in x 12ft, 1/-; 1/233840261972944466912514639918511148085248in x 12ft, 1/-; 1/46768052394588893382502887983702229617088in x 12ft, 1/-; 1/93536104789177786765005775967404459234176in x 12ft, 1/-; 1/187072209578355573530011551348089118468352in x 12ft, 1/-; 1/37414441915671114706002310269617823693664in x 12ft, 1/-; 1/74828883831342229412004620539235647387296in x 12ft, 1/-; 1/1496577676626844588240092407184712775552in x 12ft, 1/-; 1/2993155353253689176480184814374255511104in x 12ft, 1/-; 1/5986310706507378352960369628748511022208in x 12ft, 1/-; 1/11972621413014756705920739377490222044416in x 12ft, 1/-; 1/23945242826029513411841468754980444088832in x 12ft, 1/-; 1/478904856520590268236829375099608881777664in x 12ft, 1/-; 1/9578097130411805364736587501992177555328in x 12ft, 1/-; 1/19156194260823610729473175039843551110656in x 12ft, 1/-; 1/3831238852164722145894635007968710222208in x 12ft, 1/-; 1/7662477704329444291798270015937420444416in x 12ft, 1/-; 1/15324955408658888583596540031874840888832in x 12ft, 1/-; 1/306499108173177771671930800637496817777664in x 12ft, 1/-; 1/61299821634635554334386160127499375555328in x 12ft, 1/-; 1/122599643269271106668772320254997511110656in x 12ft, 1/-; 1/2451992865385422133375446405099902222208in x 12ft, 1/-; 1/4903985730770844266750892810199804444416in x 12ft, 1/-; 1/9807971461541688533501785620399608888832in x 12ft, 1/-; 1/196159429228833770670035712407932177777664in x 12ft, 1/-; 1/39231885845766754134007142481586435555328in x 12ft, 1/-; 1/78463771691533508268014296963172711110656in x 12ft, 1/-; 1/1569275433830670165360285939263454222208in x 12ft, 1/-; 1/3138550867661340330720571878526908444416in x 12ft, 1/-; 1/6277101735322680661440113757053816888832in x 12ft, 1/-; 1/12554203470645361322880227154106737777664in x 12ft, 1/-; 1/25108406941290722645760454308213347555328in x 12ft, 1/-; 1/50216813882581445291520908616426691110656in x 12ft, 1/-; 1/1004336277651628905830418122328538222208in x 12ft, 1/-; 1/2008672555303257811660836244657076444416in x 12ft, 1/-; 1/4017345110606515623321672489314152888832in x 12ft, 1/-; 1/80346902212130312466433449786283057777664in x 12ft, 1/-; 1/16069380442426064933286689977256611110656in x 12ft, 1/-; 1/32138760884852129866573379954513222208in x 12ft, 1/-; 1/642775217697042597331467599090264444416in x 12ft, 1/-; 1/1285550355394085194662835198180528888832in x 12ft, 1/-; 1/2571100710788170389325670396361057777664in x 12ft, 1/-; 1/514220142157634077865134079272211555328in x 12ft, 1/-; 1/10284402833152681557322681585444231110656in x 12ft, 1/-; 1/205688056663053631146453631708846222208in x 12ft, 1/-; 1/411376113326107262292907263417692444416in x 12ft, 1/-; 1/822752226652214524585814526835384888832in x 12ft, 1/-; 1/1645504453304429049171029126767769777664in x 12ft, 1/-; 1/329100890660885809834205825353559555328in x 12ft, 1/-; 1/6582017813217716196684116507071191110656in x 12ft, 1/-; 1/131640356264354323933682330141423822208in x 12ft, 1/-; 1/2632807125287086478673646602828476444416in x 12ft, 1/-; 1/5265614250574172957347292245656952888832in x 12ft, 1/-; 1/10531228501148358114694584491313905777664in x 12ft, 1/-; 1/2106245700229671622938916982267781110656in x 12ft, 1/-; 1/421249140045934324587783396453556222208in x 12ft, 1/-; 1/842498280091868649175566792907112444416in x 12ft, 1/-; 1/168499656018373729835113358581424888832in x 12ft, 1/-; 1/336999312036747459670226717162849777664in x 12ft, 1/-; 1/673998624073494919340453434325699555328in x 12ft, 1/-; 1/1347997248146898386880906868653991110656in x 12ft, 1/-; 1/269599449629379677376181373730798222208in x 12ft, 1/-; 1/539198899258759354752362747461596444416in x 12ft, 1/-; 1/1078397798517518709504725494923192888832in x 12ft, 1/-; 1/215679559703503741900945098984637777664in x 12ft, 1/-; 1/431359119407007483801891197969275555328in x 12ft, 1/-; 1/862718238814014976603782395938551110656in x 12ft, 1/-; 1/17254364776280299532075647918771022208in x 12ft, 1/-; 1/345087295525605990641512958375420444416in x 12ft, 1/-; 1/690174591051211981282302516774840888832in x 12ft, 1/-; 1/138034918210242396256460503554960777664in x 12ft, 1/-; 1/276069836420484792512921071109721555328in x 12ft, 1/-; 1/552139672840969585025842142219443110656in x 12ft, 1/-; 1/110427934568193917005168428443886222208in x 12ft, 1/-; 1/220855869136387834010336856887772444416in x 12ft, 1/-; 1/441711738272775668020673713775544888832in x 12ft, 1/-; 1/883423476545551336041347427551089777664in x 12ft, 1/-; 1/1766846933091102672082694855101779555328in x 12ft, 1/-; 1/3533693866182205344165389710235591110656in x 12ft, 1/-; 1/706738773236441068833077942047118222208in x 12ft, 1/-; 1/1413477546472882137666015484082364444416in x 12ft, 1/-; 1/2826955092945764273332030968164728888832in x 12ft, 1/-; 1/565391018589152854666406193632945777664in x 12ft, 1/-; 1/113078203717830570933281387265891555328in x 12ft, 1/-; 1/226156407435661141866562774531793110656in x 12ft, 1/-; 1/45231281487132228373312554906358222208in x 12ft, 1/-; 1/90462562974264456746625109812716444416in x 12ft, 1/-; 1/180925125948528913493325219625432888832in x 12ft, 1/-; 1/361850251897057827986650439250865777664in x 12ft, 1/-; 1/723700503794115655973300878501731555328in x 12ft, 1/-; 1/1447401007588231311946601777003463110656in x 12ft, 1/-; 1/28948020151764626238932035540069222208in x 12ft, 1/-; 1/578960403035292524778640710801384444416in x 12ft, 1/-; 1/115792080607058504955728142160276888832in x 12ft, 1/-; 1/231584161214117009911442844320553777664in x 12ft, 1/-; 1/463168322428234019822885688641107555328in x 12ft, 1/-; 1/9263366448564680396457713772822110656in x 12ft, 1/-; 1/1852673289712936079291542754564422208in x 12ft, 1/-; 1/370534657942587215858308550911288444416in x 12ft, 1/-; 1/741069315885174431716617101822576888832in x 12ft, 1/-; 1/148213863177034886343323420364553777664in x 12ft, 1/-; 1/296427726354069772686646840729107555328in x 12ft, 1/-; 1/5928554527081395453732









## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## SHOCK ABSORBERS

**ARMSTRONGS**—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or MIN distributors:—

LONDON and the South of England:—

**PARR EQUIPMENT CO.** Ltd., 20, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211 (3 lines).

**BRIMINGHAM**, West Midlands & Central Wales:—  
**MARLER & PARTRIDGE** Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27 Acocks Green 0901.

**EAST Midlands, Eastern Counties and South Yorks:**—  
**DICKENS (SHOCK ABSORBERS)** Ltd., Bullivant St., Alfred St., Central Nottingham, Nottingham 4390.

**NORTH-WEST England:**—  
**RACEGIRL MOTOR** Ltd., Brook's Bar, Manchester 16, Moss Side 2245-6.

**SCOTLAND:**—  
**JAMES H. OALT** Ltd., 71-73, Dobbies Loan, Glasgow, Tel. No. Douglas 0456.

**SPECIAL** telescopic conversion for Austin Cambridge, 45/- per unit complete. (459)

**JOHN A. SPARKS & Co.** for  
**DVAX & GIRLING**—As the largest stockholders we can now cater for all orders received; immediate exchange replacement.

**JOHN A. SPARKS & Co.**, Girling Main Distributors, 10, Streatham Hill, S.W.2, Tel. 5454 (4 lines). (1056)

**SHOCK absorber repairs**, all types handled, new units supplied. —**Sorber** Autocentres Ltd., 106, Oxford Ave., Epsom, S.W.7, Western 6223. (5790)

**ROTOFLO dampers, distributors** for North, North-West London and Hertfordshire, large stocks for immediate conversion, trade enquiries invited. (5012)

**ROTAFIELDS GARAGE & ENGINEERING CO.** Ltd., Standard House Cooksford, Tel. 7301-2-3. (10319)

**ROTOFLO shock absorber service** available immediately from the **Charles's** Sales Development Ltd., Church Gate, Leicester, Tel. 65251-3-4. (10103)

**ALL types** Eastern Counties largest stockists, Armstrong, Girling, Lucas, Newton etc. makers' units. —**Prentice Aircraft & Cars** Ltd., Ipswich, Essex, Tel. 77265-6. (18479)

**A SERVICE unsurpassed**—Change to Rotoflo; your linkage reconditioned, fitted to Rotoflo dampers and returned same day as received. North London, Herts and Central Bucks distributors.

**ROTAFIELDS GARAGE & ENO. CO.** Ltd., Standard House Cooksford, Herts., Tel. Barnet 7301. (10360)

**DELCO LOVEJOY shock absorbers**—reconditioning service 48 hours, some Walslow type, exchange, specialising from suspension. —**J. Brown**, Tel. 7, Oxford Meads, W.2, Pad. 1772. (10468)

**SCOTTISH Shock Absorber Specialists**, immediate despatch Armstrong, Girling-Lucas, Woodhead-Munroe; manufacturers' replacement units and conversion sets, all trade and retail enquiries welcome. —**James M. Inglis** Ltd., 14 Bedford Rd., Edinburgh 4, Tel. 54621. (10550)

**NEWTON shock absorbers**, pioneers of tubular hydraulic suspension control, conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford, etc. —**W. J. Brown**, Tel. 7, Bedford Rd., Edinburgh 4, Tel. 54621. (10550)

**SHOCK absorbers**—a most comprehensive stock for the North for Girling, Lucas, Armstrong patents and Woodhead-Munroe, old cars having damper problems receive specialised attention. —**The Headmaster Motor & Eng. Co.**, 9, Oley Rd., Leeds 6, Tel. Leeds 52427-7. (10634)

**THE London distributors** for West and East areas for the wonderful Rotoflo new principle shock absorbers are Messrs. Shock Absorber Service, 125, Lower Clapton Rd., E.5, who are equipped to save "over the counter" service for dampers in fit most cars; please send your old unit complete with linkages to be replaced. Tel. Amherst 6468 for information; full trade discount given. —**West End Depot**, 364, Uxbridge Rd., Shepherd's Bush, W.12, Tel. Shepherd's Bush 4251. (10158)

## SILENCERS

**BROOKS** replacement silencers for all commercial and private vehicles; all makes are ex-stock.

**BROOKS CARS**, 94, Queens Rd., Brighton, Sussex; London Office, Abbey 6735; Edinburgh Office, 52249. (10451)

**SERVOIS**, straight-through silencers, quicker and quieter, fitted by leading manufacturers, your dealer can supply, trade enquiries invited. —**Servois Silencers**, Ltd., Ashford Rd., London, N.W.2, Gladstone 6769. (10977)

## SPEEDOMETERS

**RICHFIELD**.  
**SPEEDOMETER** repairs. —**Rev.** counters, electric and lever clocks by England's most prompt, efficient and economical service, immediate replacements for most types, others within 48 hours, any make handled by our fully qualified staff; all repairs guaranteed. —**See below**.

**SPEEDOMETER** cables. —20,000 in stock, any make or type, state year, make and h.p.; all cables guaranteed. —**See below**.

**THOS. RICHFIELD & SON** Ltd., 8, Broadstone Place, London, W.1, Tel. 0402 (5 lines). Established 15 years. (10070)

**SPEEDOMETER SUPPLY CO.** Ltd., 54, Shelton St., Long Acre, London, W.C.2. Established 1912. (10165)

**PRIDE & CLARKE** Ltd. —All spares in stock, speedometer and quotations. —**Stockwell** Rd., S.W.9, Brix. 6251. (10165)

**AUTO TEMPO METER CO.** Ltd., speedometer specialists, —**U.S.A.**, —**U.S.A.** and Continental speedometers and revolution indicators, large stocks of replacement speedometers and cables, guaranteed for 6 months, anything you require connected with speedometers then write to us, mail orders 10/-.

**TEMPERATURE METER** —**130-140-2** King's Cross Rd., London W.C.1, Tel. Farnham 4061. (10177)

## SPRINGS

**LARGE** stocks of road springs at very competitive prices, quotations, approval. —**Witham's Motors**, Ltd., 18, Balham Hill, S.W.12, Battersea 3250. (5707)

**WEST LONDON REPAIR CO.** Ltd., Wm. 6316/7, —**Repaired** or manufactured, all springs tested for static load and rate of deflection. —**High St.**, Wimbledon. (10251)

## SUPERCHARGERS

**CARBURETTORS**, Ltd., manufacturers of the **ARNOTT** low-pressure Supercharger can give early delivery of installations for M.G., Morris Minor, Austin 10, Ford, Riley 10, 15, 20, 25, Triumph, Citizen 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 4300, 4305, 4310, 4315, 4320, 4325, 4330, 4335, 4340, 4345, 4350, 4355, 4360, 4365, 4370, 4375, 4380, 4385, 4390, 4395, 4400, 4405, 4410, 4415, 4420, 4425, 4430, 4435, 4440, 4445, 4450, 4455, 4460, 4465, 4470, 4475, 4480, 4485, 4490, 4495, 4500, 4505, 4510, 4515, 4520, 4525, 4530, 4535, 4540, 4545, 4550, 4555, 4560, 4565, 4570, 4575, 4580, 4585, 4590, 4595, 4600, 4605, 4610, 4615, 4620, 4625, 4630, 4635, 4640, 4645, 4650, 4655, 4660, 4665, 4670, 4675, 4680, 4685, 4690, 4695, 4700, 4705, 4710, 4715, 4720, 4725, 4730, 4735, 4740, 4745, 4750, 4755, 4760, 4765, 4770, 4775, 4780, 4785, 4790, 4795, 4800, 4805, 4810, 4815, 4820, 4825, 4830, 4835, 4840, 4845, 4850, 4855, 4860, 4865, 4870, 4875, 4880, 4885, 4890, 4895, 4900, 4905, 4910, 4915, 4920, 4925, 4930, 4935, 4940, 4945, 4950, 4955, 4960, 4965, 4970, 4975, 4980, 4985, 4990, 4995, 5000, 5005, 5010, 5015, 5020, 5025, 5030, 5035, 5040, 5045, 5050, 5055, 5060, 5065, 5070, 5075, 5080, 5085, 5090, 5095, 5100, 5105, 5110, 5115, 5120, 5125, 5130, 5135, 5140, 5145, 5150, 5155, 5160, 5165, 5170, 5175, 5180, 5185, 5190, 5195, 5200, 5205, 5210, 5215, 5220, 5225, 5230, 5235, 5240, 5245, 5250, 5255, 5260, 5265, 5270, 5275, 5280, 5285, 5290, 5295, 5300, 5305, 5310, 5315, 5320, 5325, 5330, 5335, 5340, 5345, 5350, 5355, 5360, 5365, 5370, 5375, 5380, 5385, 5390, 5395, 5400, 5405, 5410, 5415, 5420, 5425, 5430, 5435, 5440, 5445, 5450, 5455, 5460, 5465, 5470, 5475, 5480, 5485, 5490, 5495, 5500, 5505, 5510, 5515, 5520, 5525, 5530, 5535, 5540, 5545, 5550, 5555, 5560, 5565, 5570, 5575, 5580, 5585, 5590, 5595, 5600, 5605, 5610, 5615, 5620, 5625, 5630, 5635, 5640, 5645, 5650, 5655, 5660, 5665, 5670, 5675, 5680, 5685, 5690, 5695, 5700, 5705, 5710, 5715, 5720, 5725, 5730, 5735, 5740, 5745, 5750, 5755, 5760, 5765, 5770, 5775, 5780, 5785, 5790, 5795, 5800, 5805, 5810, 5815, 5820, 5825, 5830, 5835, 5840, 5845, 5850, 5855, 5860, 5865, 5870, 5875, 5880, 5885, 5890, 5895, 5900, 5905, 5910, 5915, 5920, 5925, 5930, 5935, 5940, 5945, 5950, 5955, 5960, 5965, 5970, 5975, 5980, 5985, 5990, 5995, 6000, 6005, 6010, 6015, 6020, 6025, 6030, 6035, 6040, 6045, 6050, 6055, 6060, 6065, 6070, 6075, 6080, 6085, 6090, 6095, 6100, 6105, 6110, 6115, 6120, 6125, 6130, 6135, 6140, 6145, 6150, 6155, 6160, 6165, 6170, 6175, 6180, 6185, 6190, 6195, 6200, 6205, 6210, 6215, 6220, 6225, 6230, 6235, 6240, 6245, 6250, 6255, 6260, 6265, 6270, 6275, 6280, 6285, 6290, 6295, 6300, 6305, 6310, 6315, 6320, 6325, 6330, 6335, 6340, 6345, 6350, 6355, 6360, 6365, 6370, 6375, 6380, 6385, 6390, 6395, 6400, 6405, 6410, 6415, 6420, 6425, 6430, 6435, 6440, 6445, 6450, 6455, 6460, 6465, 6470, 6475, 6480, 6485, 6490, 6495, 6500, 6505, 6510, 6515, 6520, 6525, 6530, 6535, 6540, 6545, 6550, 6555, 6560, 6565, 6570, 6575, 6580, 6585, 6590, 6595, 6600, 6605, 6610, 6615, 6620, 6625, 6630, 6635, 6640, 6645, 6650, 6655, 6660, 6665, 6670, 6675, 6680, 6685, 6690, 6695, 6700, 6705, 6710, 6715, 6720, 6725, 6730, 6735, 6740, 6745, 6750, 6755, 6760, 6765, 6770, 6775, 6780, 6785, 6790, 6795, 6800, 6805, 6810, 6815, 6820, 6825, 6830, 6835, 6840, 6845, 6850, 6855, 6860, 6865, 6870, 6875, 6880, 6885, 6890, 6895, 6900, 6905, 6910, 6915, 6920, 6925, 6930, 6935, 6940, 6945, 6950, 6955, 6960, 6965, 6970, 6975, 6980, 6985, 6990, 6995, 7000, 7005, 7010, 7015, 7020, 7025, 7030, 7035, 7040, 7045, 7050, 7055, 7060, 7065, 7070, 7075, 7080, 7085, 7090, 7095, 7100, 7105, 7110, 7115, 7120, 7125, 7130, 7135, 7140, 7145, 7150, 7155, 7160, 7165, 7170, 7175, 7180, 7185, 7190, 7195, 7200, 7205, 7210, 7215, 7220, 7225, 7230, 7235, 7240, 7245, 7250, 7255, 7260, 7265, 7270, 7275, 7280, 7285, 7290, 7295, 7300, 7305, 7310, 7315, 7320, 7325, 7330, 7335, 7340, 7345, 7350, 7355, 7360, 7365, 7370, 7375, 7380, 7385, 7390, 7395, 7400, 7405, 7410, 7415, 7420, 7425, 7430, 7435, 7440, 7445, 7450, 7455, 7460, 7465, 7470, 7475, 7480, 7485, 74

## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

**Business and Property Wanted**  
PETROL filling station wanted with accom. southern counties. Full particulars—Reeve, 33, Queens Rd. Tunbridge Wells. 14259

**REQUIRED** between London and the Essex Coast, established garage business with dealership, good price paid for suitable concern.—Details to J. H. B. c/o Cladding, Son & Wain, 6-11, Pavillion Buildings, Brighton. Usual commission required. 16083

**SITUATIONS VACANT**  
CAR salesman required immediately, knowledge of trade essential.—Apply Kings Autos, 725-7, High Rd. Seven Kings. 17145

**MOTOR** sales representative with sound knowledge of used vehicles required by long established Essex Ford main dealers.

**APPLY** own handwriting giving age and full particulars of experience, first-class motor trade references essential.—Box 6454. 15727

**WANTED**, good motor mechanic; permanent job, with superannuation scheme.—The Regatta Garage, Ltd., Bell St., Reigate. 16910

**MOTOR** salesman required with recent experience of first-class motor trade.—Great Western Motors, Bishopbriggs Rd., Ambassadors 1061. 17346

**MOTOR** showroom attendant required with mechanical knowledge and driving experience.—Great Western Motors, Bishopbriggs Rd., Ambassadors 1061. 17347

**MOTOR** fitter required, commercial vehicle experience desirable, over minimum rates to skilled men, permanent with reasonable amount of overtime. Croydon district.—Box 5507. 16067

**SECRETARY/RECEPTIONIST** required with experience of first-class motor trade and shorthand typist, male or female.—Great Western Motors, Bishopbriggs Rd., Ambassadors 1061. 17345

**FOREMAN** mechanic required immediately, must be fully qualified, genuine Standard Jaguar, Austin, good following to right man.—J. R. Edwards, Ltd., 1753 St. Ruelap 3055-5. 17372

**MOTOR** mechanic.—Permanent appointment for skilled man, experienced in car repairs, overhauls and maintenance, old-established firm, S.W. London, excellent working conditions and equipment; write experience, present wage, etc.—Box 6395. 15106

**SENIOR** stockkeeper, experienced man interested in a definite progressive position in spare service department, write, giving fullest details of experience and qualifications to Appleton & Arundale (Bridlington), Ltd., Routes Group Distributors, Hildesborough Rd., Bridlington, Yorks. 16992

**SALESMAN** wanted, Midlands city, preferably with some knowledge of caravan distributing trade but mainly must have good organising ability, adaptable and prepared to work long hours in the season, excellent opening for suitable person.—State all particulars and wage required to Box 6476. 15499

**SITUATIONS VACANT**  
AN exceptional opportunity occurs in W. London for a first-class fleet mechanic, age 35-45, good salary paid, permanent position and attractive conditions; sound knowledge and experience of all aspects of fleet maintenance essential; replies should state particulars of training and positions held.—Box 6676. 16981

**G** garage in Lancashire, must be fully experienced in all classes of repair work, costing and invoicing; wife must be able to take charge of office and deal with all correspondence; nice bungalow attached with well-kept garden, salary and share in profits.—Apply Box 6675. 16957

**URGENTLY** required skilled motor fitters, preferably with Ford experience but not essential; also panel beater used to repair work; excellent career facilities, spacious workshops with every modern equipment.—Apply, Works Manager, W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Essex, Rainham 770 (3 lines). 15529

**REPRESENTATIVES** required by well known motor agents on outskirts of Birmingham, also for Shropshire area; must have up to date experience on pre- and post-war cars, also first class sales record; salary £800 p.a. plus liberal Commission and Expenses; house provided if proved satisfactory after reasonable period; state age, experience, etc.—Box 6725. 16955

**WANTED**, energetic garage foreman, must be fully conversant with all types of private and commercial vehicles, leading experience held, modern workshop up to date equipment, good rates and bonus, the situation offers permanency and a new house is available immediately; please write, stating age, experience and salary required to Denbigh Smithfield Garage Co., 1617 Denbigh, North Wales. 16317

**MECHANICS**—Do you want to emigrate to South Africa where there is a big demand for a high standard of living and comparatively low taxation? If you are a qualified motor mechanic, single and under 35 years of age and wish to join a leading General Motors Distributor in Johannesburg, with passage paid and hourly pay at £1.0.0 a week and 45/- per hour, send your application to—Box 523, The E. C. Advertisers Co., 54, Old Broad St., London, E.C.2. 15174

**SITUATIONS VACANT**  
EX-NAVAL officer, pilot, 22, keen to enter motor car business, learn all branches.—Box 6706. 16930

**RENT** your man (23) years of experience, motor repair experience, seeks interesting post (not necessarily technical) in motorizing field.—Box 6732. 17622

**BOOKS, ETC.**  
253 "Autocars for sale 1945/51" offers—157, Westbrook Ave., Margate, Thanet 3177. 17622

**777** automobile, motor cycle and steam car boxes, 1945 catalogue free.—Vivian Gray, Bookeller, Harrogate Health, Sussex. 16767

**HANDBOOKS** of cars and motor cycles, also used and new, at half price, at all Halford Branches in England, Scotland and Wales. 0065

**BOOKS, ETC.**  
UTILITY Motor Bodywork, working drawings and instructions, books 5s., 7s., 10s. free.—Cratcliffe Publications, 65, Regent St., Leamington Spa. 4257

**BRITISH** Repair Manual comprehensive at car, commercial vehicles; s.a.s.—Publishers, Sales Service, Ltd., 30-8 Southamption St., Strand, W.C.2. 1844

**19000** motor instruction manual, s.a.s. test, enquiries stamped envelope please; manuals bought cash.—Flem. 15, Nashgate Hill, Chesham Bucks. 17612

**DVKEE** Automobile Encyclopaedia, invaluable for garages, motorists, students; 461 pages, 1,000 illus., new 1950 edition—over 500,000 copies sold descriptive leaflet free.—Thomas Co (BATCH) 111, Buchanan St., Blackpool. 10899

**HOTELS, GUEST HOUSES, ACCOMMODATION**

**THE RITZ HOTEL**

1st register (\*\*\*). A.A. & R.A.C. Appointed for your EASTER AND SUMMER HOLIDAY.

Offers all Hotel amenities from 6/- to 9/- guineas, according to season.

Telephones in every bedroom, Bathroom with own Orchestra, Billiards room, Close to Sea Front and Shopping Centre of ST. HELIER.

For illustrated Brochure "L" write to Manager.

**CONVALESCENCE** or **COSE** and rest in warm country house, beautiful grounds, home produce, every attention; moderate terms.—Arrowsmith, "Nunlons", Olney, Bucks. 16842

**PENSION** Tait, the Alexandre Dumas, Nice, St. Maurice, offers you all the comforts of a modern hotel for Fr. 900 inclusive, no extras, Swiss proprietor.—J. E. Züst. 17607

**LONDON**, West End, superior single and double furnished flatlets with private bath, P.O. tel.; 7/- daily, room and breakfast.—Hallam Court, 31, Gloucester Place W.1. Welbeck 2288-9. 1611

**HOTEL GUIDES**  
LITTLE Guide to Village Inns, 2/6, postage 3d.—Victor Hilton, 45, Fleet St., Torquay. 13147

## AUCTIONS, TENDERS, APPOINTMENTS, ETC.

## SEMI-DISPLAYED SECTION

## AUCTIONS

**GODDARD DAVIDSON & SMITH, L.T.D.**  
MOTOR AND GENERAL AUCTION MART.

**AUCTION SALES EVERY MONDAY.**  
Plant, Equipment, Machinery, Tools, Accessories, and Miscellaneous Goods.

**120 CARS, COMMERCIAL VEHICLES, ETC.**  
at 2 P.M.

**SPECIAL DEPT. FOR SALE OF MOTOR BUSINESSES, GARAGES & FILLING STATIONS FOR SALE & WANTED.**

Specialist Agents & Valuers to the Motor Industry.

**THE AUCTION HALLS.**  
PUTNEY BRIDGE APPROACH, S.W.6.  
Tel. Renown 6101/2/3.

**GLOUCESTER MOTOR SALE**  
NEXT SALE FRIDAY FEBRUARY 15th, 1952.  
At 2 p.m.

**EARLIEST** possible notification is particularly requested in order that the sale may be extensively advertised.

**ENTRY** forms free from:—  
**J. PEARCE POPE & SONS.**

**AUTOMOBILE AUCTIONEERS AND VALUERS**  
GLOUCESTER 21274/5.

**HAYWARDS HEATH.**  
**MONTHLY SALES OF MOTOR VEHICLES**  
**MESSERS. T. BANNISTER & CO.**

conduct Sales of All Classes of MOTOR VEHICLES AND ACCESSORIES on the

**FIRST FRIDAY IN EVERY MONTH** throughout the year.

**ENTRIES** should reach the Auctioneers at least a fortnight before the sale in order to appear in the 1st edition catalogue.

**OFFICIAL** Entry Forms of  
**MESSERS. T. BANNISTER & CO. F.R.I.C.S.,**  
Chartered Surveyors, Market Place, Haywards Heath.  
(Tel. 697.) (3010)

## AUCTIONS

**SOUTHERN COUNTIES**  
**CAR AUCTIONS,**  
**LIMITED.**

**SOUTHERN COUNTIES SALES**  
are held at:

**CHICHESTER.** EVERY TUESDAY  
at 2 p.m. sharp.

**THE HORNET, CHICHESTER, SUSSEX.**  
Telephone: 3515.

**LYMBOROUGH.** EVERY WEDNESDAY  
at 1 p.m. sharp.

**FRIMLEY BRIDGES, FARNBOROUGH, HANTS.**  
Tel. Camberley 1496 & 1544.

**B'RLINGTON HOUSE,**  
Registered Office and Accounts Department,  
LONDON Office: 16-21, Langham House, Regent St.,  
Telephone Langham 1442. (7920)

**NORTH ROAD GARAGE.**  
**EATON SOCON, BEDS.**

Sale by Auction of Engineering Machinery, garage equipment and stock-in-trade, including O.P. lathe, surfacing and grinding lathes, including unit, pillar drill, boring bar and other usual equipment. A comprehensive stock of spare parts for all popular makes of vehicles. Also new Gardner tractor and 4 saloon cars.

**AUCTION SALE, WEDNESDAY, 13th FEBRUARY.**  
Catalogues of

**ROBINSON & HALL,**  
15A, ST. PAUL'S SQUARE, BEDFORD.

**DINGWALL MOTORS, L.T.D.**  
**MOTOR AUCTION SPECIALISTS**

**THREE SALES WEEKLY—WEDNESDAY 2.30, FRIDAY 2.30 and SATURDAY 3 p.m.**

Drive your car here and see it sold.  
Selling commission 5% only, if sold.

Collection and delivery arranged, entries up to commencement of sale.

6-7, DINGWALL RD., CROYDON (1 MINUTE EAST CROYDON STATION). CRO. 3404/6.

## AUCTIONS

**ALDRIDGES**  
(Est. 1753)

**HAVE BEEN SELLING MOTOR CARS BY AUCTION SINCE 1907**

**SALES HELD EVERY WEDNESDAY** at 2 p.m.

**APPROXIMATELY 75 CARS, Vans** offered each week.

Valuations for all purposes.

**CATALOGUES**, entry forms, etc. of the Auctioneers.

**ESTATE** department has numerous enquiries for car garages, filling stations and industrial premises, also comprehensive register of businesses for sale.

**ALDRIDGES**, William Rd., N.W.1. Tel. Euston 2552, 4515 and 2745. 10775

## TENDERS

**CROMER AREA HOSPITAL MANAGEMENT COMMITTEE.**

**DISPOSAL OF VEHICLE.**  
The above Committee invite

**TENDERS** for the purchase of the following vehicle.

1933 FORD 8HP GENERAL SERVICE VEHICLE fitted with seats to carry 8 persons.

Details of arrangements for inspection of vehicle and instructions regarding submission of tenders may be obtained from

**THE SECRETARY, CLIFF AVENUE, CROMER.**

## EDUCATIONAL

**LOUGHBOROUGH COLLEGE, LEICESTERSHIRE, ENGLAND**

**COURSES IN ENGINEERING AND SCIENCE**

**FULL-TIME** courses leading to Diploma and or Degree in Mechanical, Civil, Electrical, Aeronautical, Automobile and Chemical Engineering, Chemistry and Physics. The College maintains its own Workshops, Electrical Generating Station and Aerodrome. Students spend alternate weeks in the lecture rooms, laboratories and productive engineering workshops.

**THE** College is fully residential and offers accommodation to over 700 students in modern Residential Hall. Recreational facilities include 130 acres of athletic grounds, gymnasium, Sports Hall, indoor and outdoor swimming pools, and stadium.

For prospectus giving full details apply to the Registrar.

## A. PELHAMS

Sectional Building Manufacturers  
OXFORD ROAD, UXBRIDGE, Middx.  
Phone: Ux. 223 Established 1900



### GARAGES

SIZES: 12' x 8' 14' x 8' 16' x 10'

We can also supply Sanatoria No. 23  
6' x 6' 7' x 7' 8' x 8'

We are all ex-service men.

PLEASE SEND FOR LEAFLET



STIKASTRIP stops draughts, rattles, and absorbs vibration.  
Supplied in 10-ft. rolls in cartons; in several sizes,  
from 4.3 per carton.

HOWARD CLAYTON-WRIGHT LTD.

WELLESBOURNE, WARWICKSHIRE

Telephone: Wellesbourne 316/73

## BATTERIES

6 VOLT, 9 PLATE 12 VOLT, 9 PLATE  
65/3d. 127/6d.

WITHAM'S  
18 BALHAM HILL, S.W.12. BATTERIES 3292 3769  
All types of batteries stocked.

# 80,000

NEW BALL RACES, ROLLER,  
THRUST AND TIMKEN RACES  
IN STOCK. ADVISE REQUIREMENTS  
Claude Rye Ltd., 899-921 Fulham Rd.,  
London, S.W.6. RENOWN: 6174 (20 lines)



## GARAGE

Catalogue Free  
Garage illustrated, steel framed  
walls of corrugated asbestos-  
cement sheeting. Fireproof and  
weatherproof. Prompt delivery. Other sizes  
available. £42 10s. 0d.

Write for illustrated catalogue to—  
Dept. A, MOLESLEY SHEET METAL WORKS,  
14 Grove Road, East Molesey, SURREY



## FIT THE GENUINE OILCOIL

SAVE PETROL, by fitting a Runbaken Oilcoil.  
Increases immediate starting, gives more  
increased acceleration. From Otocru,  
Balfords or direct. Guaranteed 2 years.

Send for interesting leaflet 11A.

RUNBAKEN MANCHESTER 1



## KEEP OUT THE WEATHER THE EASY WAY

Reproof your car with best heavy black  
topping. 52" width. 15 yd. Obtainable  
only at Edgware Motor Accessories.  
Stockists Headlinings, Leathercloths, Rubber  
Mouldings and all body trimming sundries.  
Order with confidence. C.O.D. or send for free  
samples. No order too small or too large.

EDGWARE MOTOR ACCESSORIES  
121, High St., Edgware, Middx. EDG 4789.

Open 9-6 weekdays



## THE AUTOCAR HANDBOOK

A Complete Guide to the Modern Car.  
20th Edition. By "The Autocar"  
Technical Staff. 242 pages packed with  
invaluable information for the ordinary  
car owner. Components of modern and  
older-type cars are described in detail,  
but lengthy technical explanations are  
avoided.

5s. net. By post 5s 3d.

## AUTOMOBILE

### ELECTRICAL EQUIPMENT

(4th Edition). By A. P. Young, O.B.E.,  
M.I.E.E., M.I.MECH.E., and L. Griffiths,  
M.I.MECH.E., A.M.I.E.E. Covers in detail  
every aspect of generation, lighting,  
starting and ignition from the basic  
theory to detailed descriptions of the  
various types of dynamo, starting motor,  
battery, lighting and ignition systems in  
current use.

25s. net. By post 25s 8d.

Obtainable at all booksellers or direct from:  
Dorset House, Stamford St., London, S.E.1

## WASHLEATHERS

Genuine Oil Tanned full size Skins, approx.  
size 36" x 26". £7.5.0 per doz. Sample sent  
on receipt of P.O. 13/-.

FOREIGN ENQUIRIES INVITED  
JAMES STOTHERT LTD.

Wholesale and Export

4, FITZGERALD ST. PRESTON

## BATTERY CHARGER

Just plug it on to your car battery.  
200-250 v. A.C. mains. Nothing to  
disconnect. Available in 6 v. and  
12 v. models at 1 amp. charge.  
Each one tested and guaranteed.

REGOY ELECTRICAL

33, Bedhampton Rd., Havant, Hampshire



NEO ELECTRICAL INDUSTRIES LTD. MANCHESTER 4

## TO THE TRADE ONLY

We are the finest organisation  
in the country for the supply  
of post-war low mileage  
cars to the TRADE ONLY

Send for stock lists  
(mailed every 10-14 days)

**Gerry Browne**  
MOTORS

55-57, SOUTH EDWARDES SQ.,  
KENSINGTON, LONDON, W.8

(5 minutes High St., Kensington Underground)

Telephone:—WESTERN 4351

**with FLEXY CAR WASHERS**

**his tergent SHAMPOO**

**A NEW ERA IN CAR CLEANING**

- \* Removes dirt, oil and road film.
- \* Restores and preserves cellulose and chrome.
- \* As easy as washing.
- \* AUTO-FRAMED CARS WASHED
- \* "WAX" FIRSTS IN CONCRETE CLEANING

From your Garage Dealer,  
Holland's and Langlands,  
Catalogue L.A.S.1.

LISTER EQUIPMENT LTD., 1 CHARLOTTE ST., MANCHESTER 2.

**The ILFORD ASBESTOS GARAGE**

Made in sections of 10 ft. wide  
asbestos strips on a wooden frame  
with doors of corrugated and grooved  
steel. Best for illustrated list.

14 x 10 ft.	£38 10/-
16 x 10 ft.	£53 0/-
18 x 10 ft.	£60 0/-
20 x 10 ft.	£68 0/-

off. to every 10 ft. on right.  
Squid about 63 extra.

Tel.: Posters Bar 2008.  
A. E. HEADEN, "The Hollies," Black Street, Posters Bar, Wilt.

**BANISH BATTERY CORROSION**

WITH THE N.Y. NON-CORROSIVE WASHER ALSO  
BATTERY CHARGING EQUIPMENT  
Trade Enquiries Invited

375 Queen's Road, New Cross, S.E.14.

**£50,000**

Immediate cash available for purchase of New Ball &  
Roller Bearings, all types, Steel Balls & Rollers.  
Top Prices Paid, small quantities accepted.

**CLAUDE RYE LTD.**  
895-921, FULHAM ROAD, LONDON, S.W.6.  
Renown 6174.

**OIL IMMERSED BATTERY CHARGER**

Self regulated and compact. No. high v.  
200-250 v. mains. Practically fits on car.  
Charges 6 or 12 volt batteries at 1-1.1  
amp. Write for interesting leaflet 11T.

**RUNBAKEN MANCHESTER 1**



## RATCHET AND REVOLUTION COUNTERS



PLEASE SEND FOR LEAFLET No. 18.7 SHOWING FULL RANGE OF COUNTERS SPEEDS UP TO 6,000 R.P.M.

SOLE MAKERS and PATENTEES  
B. & F. CARTER & CO. LTD., BOLTON 8

Members of B.B.T.B.C. Organisation

**Collier's**  
TRADE MARK

**WORM DRIVE HOSE CLIP**

THE MOST POSITIVE WORM DRIVE

The clips are pierced right through the hose, thus affording the worm or screw an absolute certain grip under all conditions.

COLLIER & COLLIER LTD  
NORTH WICHAMPTON, GLOUCESTERSHIRE

## LOOSE COVERS

SUPERBLY TAILORED  
FOR YOUR CAR

**Arthur Mulliner**  
LIMITED

BRIDGE STREET, NORTHAMPTON  
Please send patterns and prices of tailored loose covers, including Tygans, Tartans and Bedford Cords.

MAKE, MODEL & YEAR OF CAR

NAME

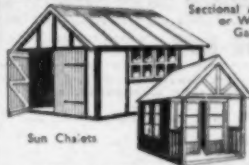
ADDRESS

DATE

A.R.

**POST TODAY!**

## GREGORYS SECTIONAL BUILDINGS



GREGORYS SECTIONAL BUILDINGS LM.  
89-91, S. 278, HIGH ST., UXBRIDGE, MIDDLESEX  
Tel.: UXBRIDGE 2821  
For illustrated list of the above, also Greenhouses, Sheds, Loose Boxes, Poultry Houses, Pig Houses etc.

## AVOID DAZZLE



Scientifically developed Dazzleproof Lenses reflecting mercury coated ball mirrors at the top to reflect glare of oncoming headlights. In fog and darkness frame acts as a filter giving clearer vision. Fold plated frame reinforced hockey-car pump, hinged joints with levers and toggle rods.

Write for New Illustrated Catalogue, price 6d. Post 1/4.

**CLAUDE RYE LTD.**  
89-91 FULHAM ROAD, LONDON, S.W.4

## Speed up your work with a DIXON-BATE TRAILER

TWO-WHEELED TRAILER  
FOR FAST TOWING  
BEHIND CAR OR JEEP

Work is made easier with a Dixon-Bate trailer and their sturdy build promises years of hard work without trouble. Two-wheeled trailers are made for capacities from 4 cwt. to 30 cwt. and all are fully fitted—including ball coupling, mudguards, number plate, tail light and cable with front connector.



MODEL 4HC (4 CWT.)  
AND MODELS UP TO  
30 CWT. CAPACITY

WRITE today for illustrated literature specifying the type of trailer which interests you, to B. Dixon-Bate Ltd., Chester, 2.

We specialise in towing brackets for most modern cars.

Get your **MIDLAND SUPREME WINTERSHIELD** NOW

Ensures easy starting under adverse conditions. Maintains thermal efficiency and saves petrol and oil. Flap adjustable to 3 positions. Radiator Muffs also available.

WINTERSHIELDS			
MORRIS	ROVER	AUSTIN	FORD
8 (1939/40) 37/-	10 1939/47 42/-	8 10 1939/47 37/-	8 1940/47 37/-
MINOR	14 1939/47 57/-	A 40 A 70	10 PERFECT
1940/51 44/-		1947/51 44/-	1949/51 44/-
OXFORD		PRINCESS	30 H.P. PILOT
1940/51 57/-	60/75 1948/49 57/-	1948/51 57/-	1948/50 44/-

Models to fit all makes of cars and commercial vehicles.

From your local Service Station, or direct from—  
THE MIDLAND GEAR CASE CO. LTD., SPRING RD., BIRMINGHAM, 11  
Tel.: SPRINGFIELD 1153.

## LANE ACCESSORIES

offer the following unrepeatable bargains in NEW Ex-Govt. Surplus GARAGE EQUIPMENT



New Alomite Grease Gun, push action with hydraulic snap on nipple  
£1.5.0 each.  
With Tackzark nipple £1.6.0 each.

New Kent Moore Valve spring testers. 0-150 lbs and 0-6."



New 2 1/2" Hub Nut wrenches.  
Complete with tommy bar.  
19.6 each.

New small 4-legged sprocket pullers

7/6 each.

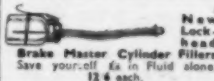


Re-conditioned Epco 4-ton Hydraulic Garage Jacks.  
£17.10.0 each.

New Austin 2-ton Complete rear axle assemblies. Unrepeatable offer. £30 each.



New Ford V-8 Car and Commercial Vehicle Spring Spreaders. £3.17.6 each.



New Lock-head Brake Master Cylinder Filler. Save your oil & in fluid alone. 12.6 each.



New Adjustable 2-legged pullers. £1.2.6 each.

EACH ITEM IS OFFERED WITH MONEY BACK GUARANTEE.

Terms: Cash with order. Carriage free.

LANE ACCESSORIES, COUNTY BRID 5, WILLENHALL, STAFFS



## LOOSE COVERS

TAILORED IN CHOICE MATERIALS INCLUDING BEDFORD CORDS AND TARTANS.

**SEND NOW** FOR FREE PATTERN FOLDER WITH FULL INFORMATION.

Please send free PATTERN FOLDER & PRICE LIST POST FREE and no obligation on my part.

NAME .....

ADDRESS .....

MAKE OF CAR .....



BLOCK  
LETTER A  
PLEASE (A)

**MILLERS Car Equipment**  
PALMERSTON RD. SPARKBROOK BIRMINGHAM 11 (VIC. 1040)

## EVERYTHING for the MOTORIST



### TRAVELLING RUGS

100% pure wool, multi-coloured, ex-Canadian Pacific. 74in. x 56in. (A, but offered by us at ONLY

P. & P. U.S. 59/6

100-100, Edgewood Road, Wembley, W.10.  
26-28a, Goldhawk Road, Shepherd's Bush, W.12.  
MAIL ORDER Dept. A, 256-262, Canswell Road, London, E.C.2.



### DEFROSTERS

Section fitting defrosters with quick-act bar. To suit 6 or 12 volt circuits, complete with switches. Well worth 19/6. OUR PRICE 11/6

Post a Picking Ltd. Superior Quality "Airflow" 21/-



### INDICATOR MIRRORS

Latest mini-stare surface fitting. Indicator mirrors with ball joint fitting. Adjustable to any angle. Size 5in. diameter. Usually 4/6. OUR PRICE 2/11

Postage and Packing 6d.

### NEGOL CHROME PRESERVER

Protect your chrome during the winter with NEGOL, as used during the war for protecting tools, etc. etc. It dries as hard as varnish and rubs off with petrol or thinner. O.C.S. PRICE (P. & P. 11d.) 1/6

**MOTOR SUPPLIES**  
1106, London Road, WURBURT, W.16.  
Lower High Street, WATFORD, Herts.

## INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE		PAGE
<b>A</b>		<b>F</b>		<b>N</b>			
ACLAND & TABOR, LTD. ....	180	FAXALL PRODUCTS, LTD. ....	12	NAYLOR & ROOT, LTD. ....	128		
Adlards Motors, Ltd. ....	129	Ferodo, Ltd. ....	11	Neale James & Sons, Ltd. ....	14		
Aero Motors, Ltd. ....	19	Firestone Tyre & Rubber Co., Ltd. ....	3	Neo Electrical Industries, Ltd. ....	108		
Armstrong Siddeley Motors, Ltd. ....	119			Newman, George, & Co. ....	129		
Austin Motor Co., Ltd. ....	Front Cover	<b>G</b>		Newnham's Co., Ltd. ....	130		
Automotive Products Co., Ltd. ....	Cover II	GAMAGE, A. W., LTD. ....	16	Nussey Manufacturing Co., Ltd. ....	15		
		Gervis Components, Ltd. ....	20				
<b>B</b>		Glanfield Lawrence, Ltd. ....	131	<b>O</b>			
B & H MOTORS ....	129	Gregory's Sectional Buildings, Ltd. ....	169	OLDING, JACK, & CO., LTD. ....	123		
Batley, Ernest, Ltd. ....	14	Grost, James, Ltd. ....	8	Overseas Cars, Ltd. ....	131		
Birmingham Mfrs & Traders, Ltd. ....	10			<b>P</b>			
Black & Becker, Ltd. ....	21	<b>H</b>		PASCALL, M. R., LTD. ....	16		
Blanchflower (Ketterings), Ltd. ....	14	HAMILTON MOTORS (LONDON), LTD. ....	12	Petham, A. ....	166		
Borg & Beck, Ltd. ....	118	Headen, A. E. ....	168	Perry, W. Harold, Ltd. ....	129		
British & Colonial Motors, Ltd. ....	Edit. 185	Highfield Garage ....	130	Power Petroleum Co., Ltd. ....	125		
British Belting & Asbestos, Ltd. ....	2	Hillman Motor Car Co., Ltd. ....	1	Pride & Clarke, Ltd. ....	129		
British Leather ....	116	<b>I</b>		<b>R</b>			
Brown, Gerry, Motors, Ltd. ....	168	LIFFE & SONS LTD. ....	110	REGOY ELECTRICAL ....	168		
Brown's Garage ....	130	Imperial Chemical Industries, Ltd. ....	7	Renault, Ltd. ....	13		
B.U. Supplies & Machinery Co., Ltd. ....	8	Intalok, Ltd. ....	12	Robinson, L. & Co. (Gillingham), Ltd. ....	20		
		<b>J</b>		Rolls-Royce, Ltd. ....	117		
<b>C</b>		JARVIS OF WIMBLEDON ....	129	Rover Co., Ltd. ....	5		
CAR MART, LTD. ....	10, 132	John Bull Rubber Co., Ltd. ....	21	Rowland Smith Motors, Ltd. ....	131		
Carter, B. & F., & Co., Ltd. ....	169	Johnson, S. C. & Son ....	6	Runkelen Electrical Products ....	168		
Champion Sparking Plug Co., Ltd. ....	124	<b>K</b>		Rye Claude, Ltd. ....	14, 168, 169		
Clark, Wm. (Spare Parts), Ltd. ....	17	KEY LEATHER CO., LTD. ....	18				
Clayton-Wright, Howard, Ltd. ....	168	<b>L</b>		<b>S</b>			
Cleveland Petroleum Co., Ltd. ....	120	LAMBS, LTD. ....	130	SAUNDERS, H. A., LTD. ....	128		
Collier & Collier, Ltd. ....	169	Lanchester Motor Co., Ltd., The ....	121	Scott, Walter, Ltd. ....	130		
Cosden Engineering Co., Ltd. ....	131	Lane Accessories ....	169	Smith & Hunter, Ltd. ....	130		
Cooper & Smith ....	16	Laycock Engineering Co., Ltd. ....	15	Smith, S. G., Motors, Ltd. ....	128		
Co-operative Insurance Society, Ltd. ....	127	Lister Equipments, Ltd. ....	168	South Eastern Battery & Electrical Co. ....	168		
Crook, Anthony, Motors, Ltd. ....	Edit. 186	Lucas, Joseph, Ltd. ....	Cover IV	Standard Motor Co., Ltd. ....	113		
		Lunken Co., Ltd., The ....	18	Stothert, James, Ltd. ....	168		
<b>D</b>		<b>M</b>		Sunbeam Tailor, Ltd. ....	9		
DAVIES MOTORS, LTD. ....	Edit. 185	MAIDSTONE ENGINEERING CO. ....	128	<b>T</b>			
Davis, Godfrey, Ltd. ....	128	Marble Arch Motor Supplies, Ltd. ....	170	TANKARD & SMITH, LTD. ....	131		
Dixon-Bate, B., Ltd. ....	169	Mayfair Garages, Ltd. ....	151	Thorn, J., & Sons, Ltd. ....	28		
Dominion Motor Spirit Co., Ltd. ....	122	Measham Motor Sales Organisation ....	4	Trinity Cars, Ltd. ....	129		
Dunlop Rubber Co., Ltd. ....	11, 115	Midland Gear Case Co., Ltd. ....	169	Fungstone Products, Ltd. ....	18		
		Miller's Car Equipment ....	170	<b>U</b>			
<b>E</b>		Molesley Sheet Metal Works ....	168	UNIVERSITY MOTORS, LTD. ....	127		
EDGWARE MOTOR ACCESSORIES ....	168	Montree Motors ....	129	<b>W</b>			
Edison Swan Electric Co., Ltd., The ....	17	Morgan Motor Co., Ltd. ....	19	WAKEFIELD, C. C., & CO., LTD. ....	126		
Elite Motors (Tooling), Ltd. ....	131	Morris, S., & Co., Ltd. ....	130	Webb, Harold, Motors, Ltd. ....	125		
Esso Petroleum Co., Ltd. ....	114	Mulliner Arthur, Ltd. ....	169	Wingard (M. A.), Ltd. ....	16		
Evans & O'Malley, Ltd. ....	128			Witham's Motors, Ltd. ....	168		
Eversure Accessories, Ltd. ....	8			Worldwin Products, Ltd. ....	20		

FOR INDEX TO AUSTIN SUPPLEMENT SEE PAGE 22



**F E R O D O**

**BRAKE LININGS**

*are again chosen as standard equipment  
on the*

**new** *Austin* **A40**

FERODO LIMITED · CHAPEL-EN-LE-FRITH

*A Member of the Turner & Newall Organisation*



Dipping Mirror ●

● Anti-glare Mirror

**Dipping Mirror.** Another contribution to safer motoring during the hours of darkness. The mirror with the dipping device; incorporating a scientifically designed optical prism which gives you "second sight." From the normal daytime position by a mere flick of the finger it eliminates the blinding reflection from the headlights of following cars. At the same time, a secondary image of less intensity is brought into focus which gives you a clear and comfortable vision of the traffic behind. Model 584. For top of screen mounting, pendant position, (as illustrated). Model 585. For scuttle rail or fascia mounting, upright position. Finished in Polychromatic Brown and Chromium. Price 40/-.

**Anti-glare Mirror.** By a mere flick of the finger, all reflected glare from the headlamps of following cars can be obviated with the Lucas Anti-glare Mirror. At a touch, the spring toggle directs the angle of setting of the mirror downwards. A slight pressure on the reverse side of the toggle immediately restores the mirror to its original setting. A neat chromium plated bracket and ball joint enables it to be adjusted for correct reflection. Easily fitted as a replacement for most interior mirrors. Model 587 Price 10/6. Obtainable from your local garage or nearest Lucas agent.



## LUCAS DIPPING MIRRORS

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND